

THE Hongkong Weekly Press

AND
China Overland Trade Report.

VOL. LIX.]

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BIRTHS.

On the 1st May, at 169, Bubbling Well Road, Shanghai, the wife of S. SASSOON BENJAMIN, of a son.

On the 1st May, at 21, North Szechuen Road, Shanghai, the wife of G. BUCHANAN, of a daughter.

On the 1st May, at "Inverloch," Scotts Road, Singapore, the wife of A. EMSLIE BENZIE, of a daughter.

On the 7th May, at 7, Minghong Terrace, Shanghai, the wife of ERNEST E. GREY, of a daughter.

MARRIAGES.

On the 30th April, at the Cathedral, Shanghai, by the Rev. J. B. Ost, JANET HELENA BRUCE, eldest daughter of THOMAS WEIR, Shanghai, to ROBERT BUCHANAN, eldest son of A. MAUCHAN, Dumbarton.

On the 9th May, at the Peak Church, by Rev. F. T. Johnson, M.A., ROBERT MCGREGOR, Shanghai, third son of the late ROBT. MCGREGOR, Greenock, to AGNES BRYMNER SINCLAIR, M. B. Ch.B. second daughter of WM. SINCLAIR, Greenock, Scotland.

DEATHS.

On the 23rd April, at St. Luke's Hospital, Tokyo, GEORGE BAYFIELD, of Kobe, aged 66 years.

On the 30th April, at Kramat Road, Singapore, Mrs. M. RYAN, aged 73 years.

On the 8th May, at 91, Yungtsepoo Road, Shanghai, MATTHEW MUTTER, aged 54 years.

Hongkong Weekly Press

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ARRIVAL OF MAILS.

The German Mail arrived, per the steamer *Oldenburg*, on the 9th inst., and another German Mail, that of the 12th April, arrived per the steamer *Sachsen*, on the 11th inst. The French Mail of the 15th ult., arrived, per the steamer *Australien*, to-day, the 16th inst.

EPITOME OF THE WEEK.

War telegrams, etc., will be found on p. 365.

During the past week Hongkong has been quarantined by Burma, Singapore, and Shanghai. The plague cases for the year, up to date, number 107.

Russia has declared 'cotton contraband' of war, because it is used in the manufacture of explosives.

Admiral Alexieff reports that the Russians have blown up the docks and piers at Dalny to prevent the enemy from utilising them.

An official Russian statement gives the Russian casualties at the battle of the Yalu at 70 officers and 2,324 men killed and wounded.

Russia has ordered the mobilisation of the Charkoff and Moscow Army Corps and other troops to strengthen the Manchurian Army.

Our Shanghai Correspondent telegraphs to us, under date 11th May.—A riot took place at Chinkiang to-day. The mob burned the quarters of the newly organised police force. Several were killed and wounded.

Prince Adalbert of Prussia arrived at Peking by special train on the 8th inst. direct from Taku. He stays for ten days and will take trips to the Great Wall, the Ming Tombs, and other places. He will also be received in audience by the Emperor and the Empress Dowager.

The *Times* correspondent at Gyantse wires that the Chinese Commissioner Ma deliberately concealed the Tibetan plot to attack the British Mission on the 5th inst. Mr. Parr, of the Chinese Customs, who is Joint Commissioner with Ma, narrowly escaped death; all his servants were butchered.

The *Daily Chronicle's* correspondent at Shanhaikwan wires that three divisions of the Second Japanese Army Corps, which were being pushed up quickly to co-operate with General Kuroki's force, have defeated the Russians with great loss at Wafungtien. The Japanese artillery was splendidly handled.

Russia is the first Power to approve of the Khedivial Decree which was appended to the Anglo-French Agreement regarding Egypt. The French Government has requested M. Delcassé to thank Russia warmly for the fresh valuable proof of friendship thus given to their ally.

According to a Peking despatch, a Belgian is now petitioning the Waiwupu for permission to construct a railway between Shanghai and Nanchang, capital of Kiangsi. The Company seeking permission is composed of Belgians and Chinese, and the petition tells the Waiwupu that he has also received the assent of the Viceroy at Nanking to the project.

The *Times*, in discussing what it describes as the mischievous and dishonest cry of "the yellow peril," raised by the Continental Press, says that only if Japan is confronted by an international boycott is she likely to make the "yellow peril" a reality. No policy could be more fatuous or unjust than to exclude her from the sisterhood of civilised peoples, and neither Great Britain nor the United States would lend an ear to such advice.

The Japanese loan, which is now quoted at 2½ premium, was covered twenty times and is now closed. The New York section, was five times over-subscribed.

Reports received by the Military Intelligence Department of Viceroy Yuan Shi-kai at Tientsin, sent by officers detailed for the purpose, make the total number of Russian troops in the three Manchurian provinces and Eastern Siberia as follows:—170,000 infantry, 17,000 cavalry, and 256 guns. Of this number 20,000 infantry, 5,000 cavalry, and 32 guns are in Eastern Siberia, the rest being concentrated at Harbin and the vicinity of Moukden.

In the Reichstag, Herr Bebel attacked the pro-Russian attitude of the Government in regard to the war. He declared that the Kaiser's telegram of sympathy to the Tsar on the occasion of the *Petropavlovsk* disaster in no way reflected the feeling of the nation. Count von Bülow denied that the Kaiser's telegram was a departure from neutrality, and regretted that the disasters of a neighbouring friendly nation had been the object of malicious articles and caricatures by a portion of the German Press.

We see in our Portuguese contemporary *O Patriota* that Sr. Pedro Nolasco da Silva, the president of the Leal Senado of Macao, left by the *Express of Japan* on the 11th inst., for Shanghai as the legal representative of a syndicate formed in Macao for the construction of a Sino-Portuguese railway. Sr. Nolasco da Silva is going north to try to obtain the concession from the Chinese Government, and his efforts will be supported by H. E. Senhor Conselheiro Castello Branco, the Portuguese Minister, who is now in Shanghai.

We take the following telegram and footnote from the *N.-C. Daily News*:—"Kobe, 5th May. Mr. A. W. Curtis, Editor of the *Kobe Herald*, has been fined. The prosecution was the result of a statement in his leading article on the 27th ult., that the squadron in the Sea of Japan had left Chinkaiwan the week before. He has appealed." [The following was the offending paragraph, but no offence could well be slighter: "Vice-Admiral Kamimura's fine homogeneous squadron of six armoured cruisers is somewhere in the Japanese Sea—it was reported to have left Chinkaiwan six or seven days ago, presumably for Vladivostok or the near neighbourhood it being obviously necessary that the enemy's squadron at Vladivostok should be either bottled up or smashed up."]

The Japanese statesman, Mr. Suyematsu, at an interview with Reuter's representative, declared that Japan's first and chief aim was to push back Russia as far as possible. Russia would never be allowed the least political or territorial hold on Corea, whose future status would be that of a Japanese Egypt. Some form of a buffer-state, under Chinese sovereignty, would possibly be created in Manchuria. Japan would regard any breach of China's neutrality as a calamity, the chief danger of which was Russia, who was doing things to irritate China. Mr. Suyematsu said in conclusion that, no matter what the Japanese successes might be, her policy is to ensure the absolute freedom to all Powers in the Far East, and no Occidental Power need have the slightest anxiety that Japan is likely to suffer from "a swelled head."

HONGKONG HARBOUR IN 1903.

(Daily Press, 10th May.)

The most interesting points in the report of Mr. BASIL TAYLOR on the Harbour in 1903, the more important parts of which we published in our issue of yesterday, were undoubtedly those connected with the growth of shipping here. 1903 was Hongkong's record year, beating 1902, the next best, by 2,511,082 tons in the total tonnage entering and clearing. As that total tonnage was not much over twenty-four millions it will readily be seen how great was the proportionate increase last year. And as the 1902 figures were larger by 2,203,396 tons than those of 1901, the improvement is evidently not a mere sensational jump, but part of a real advance by Hongkong. Alike in British ocean-going tonnage and river steamers, in foreign ocean-going tonnage and river steamers, and in junks in local trade were increases recorded. Only in steam launches trading to ports outside the Colony and in junks in foreign trade was there a falling off. If we compare the tables of percentages in Mr. TAYLOR's report and in that of the previous year, we find that British ocean-going tonnage now claims 28.2 of the whole as against 27.94 in 1902, and British river steamer tonnage is now 18.6 per cent. as against 16.52. Foreign ocean-going tonnage has slightly increased, from 30.25 to 30.51 per cent., while foreign river steamer tonnage has more than doubled, being now 1.81 per cent against the 0.89 per cent. of 1902. The daily average of steamers, sailing vessels, steam launches, and junks in foreign trade entering Hongkong Harbour in 1900 was 68, as against 71.2 in 1902, a fall sufficiently accounted for by the fact that over 2,000 less junks entered in 1903 than in 1902. For European-constructed vessels alone, on the other hand, the daily average was 19.9 in 1903, as against 17.1 in 1902 and 14.8 in 1901. Under the British flag, there was noticeable in 1902 a decrease of ten in the number of ocean-going vessels, a decrease which, Commander MURRAY RUMSAY observed in his report, lost a portion of its significance when one considered the increase of size in the vessels, as evidenced by a rise in tonnage of over 200,000 tons. But in 1903 the British flag fully recovered from any partial decline, there being an increase of 1,347 ships of 1,678,509 tons, of which 427 ships of 762,845 tons were credited to ocean-going vessels. This ocean-going increase, Mr. TAYLOR states, is principally due to the fact of some new lines having been established—the China Commercial Steamship Company, the British India Steamers now visiting the port, the addition of some new steamers to local firms, and lastly to an increase of coal imported from Australia in steamers new to the Port. The river steamer tonnage was increased principally by the addition of the *Kinshan* and *Wing Chai* and by the additional sailings of the Hongkong, Canton & Macao Steamboat Co. The great increase under foreign flags in 1902 was not quite kept up in 1903. In the former year the growth was 1,267 vessels of 1,358,709 tons; last year it was 681 vessels of 1,063,904 tons. The flags gaining in 1903 were those of the United States, of China, of Japan, and of France.

Under the heading of Trade, we observe net increases alike in imports (21,847 tons), exports (24,252 tons), and transit cargo (502,553 tons). The great advances of 1902 in imports (482,476) and exports (126,814 tons) were not kept up, but the transit cargo figures of 1902 (237,812 tons) were enormously improved upon. Of individual imports, coal continued to improve, 14 per

cent. being last year's increase. Cotton entirely recovered from its decline in 1902 and increased over 80 per cent. Case petroleum and flour also took upward turns, though not so pronounced. Bulk petroleum continued to decline, and rice, sugar, and timber all fell off after their improvement in 1902. In the total reported import trade of Hongkong, we find that 1,218 less vessels, but of 1,091,807 more tons, brought 470,392 more tons of cargo; of this latter 32,161 less tons were discharged at Hongkong than in 1902. In export trade 1,343 less vessels, but of 1,102,090 more tons, took 111,431 less tons of cargo from Hongkong; but 21,617 more tons of bunker coal were shipped hence.

These figures tend to become tedious, and we shall inflict no more on the reader now. We have perhaps quoted enough to show how firm is the Colony's position in the shipping world in the absence of any rival near by. It is this position which we have now to defend against the possibility of opposition. And herein lies the enormous importance of the railway question to Hongkong. Until we see the Kowloon-Canton Railway built we cannot feel safe.

LAND TAXATION AT SHANGHAI.

(Daily Press, 9th May.)

On the 11th March last Mr. TREVELYAN, Liberal Member for the Elland Division of the West Riding of Yorkshire, introduced into the House of Commons a Bill for the taxation for local purposes, over and above present sources of revenue, of land values. The Bill proposed, according to the summary given, as its main principles that in case of undeveloped property the real selling value of the land should be the basis of taxation for local purposes, and that land values should be rated separately from buildings, the land value being taken at an amount equal to 3 per cent. on the selling value. Mr. RUTHERFORD, who seconded the motion, recommended the Bill to the acceptance of the House on the ground that it would stimulate building on land which was now kept out of the market. Doubtless Mr. TREVELYAN in introducing the Bill to the notice of the House flattered himself, not only that he was a reformer of the first water, but that his scheme introduced into Municipal Finance an entirely new and hitherto unthought of principle which he, a reformer by a long hereditary descent, had the privilege of being the first of mortals to introduce to the notice of municipal man. Alas! for such a conception; an ancient philosopher has said that there is nothing new under the sun, and Mr. TREVELYAN's grand scheme is no exception to the rule. With the exception that we must read five per cent. instead of three, owing to the higher rates of interest prevailing in Asia, the scheme of land taxation towards municipal expenses has for some sixty years been the rule in Shanghai; ever since, in fact, the first foundation of the settlement, and constitutes a very important factor in local taxation. Of the amount of nearly one and a half million taels raised during the year 1903 the sums accruing under each head were in the following proportions:—Taxes on land direct, 20.6 per cent.; taxes on houses and buildings, 42.8 per cent.; wharfage dues, 12.1 per cent., and licence fees, 24.5 per cent. One of the crying evils of modern municipal finance is undoubtedly its growing extravagance, and with the present incidence falling almost exclusively on house property, and amounting on an average to upwards of eight shillings in the pound, it is little wonder that the ingenuity of successive municipal chancellors of exche-

quer has been tried to the very uttermost. The collective mouths of the Finance Committees of many an English borough would water did they only have the number of wells to draw from at the disposal of the Shanghai municipality. Still, withal, Shanghai on the score of economy, notwithstanding its possession of these extraneous resources, may well put to shame its home compeers. The growth of municipal extravagance in England has been of some half century's growth still some ten years ago the rates were kept down in the majority of cases to the neighbourhood of five shillings in the pound. Recently, owing to the favourable conditions of the money market prevailing, municipalities permitted themselves to be tempted into an evil practice of raising loans out of all proportion with their current wants; the effects are seen in the steady growth of municipal indebtedness, and the increasing desire to indulge in municipal trading, often to the serious detriment of the towns themselves. The effect has been to plunge the various towns in financial difficulties, and in order to meet their new engagements every source of revenue available has been exploited.

This of course, rather than any desire for a juster incidence of taxation, has been the exciting cause in this new proposal to tax land values; in the present temper of municipal wire-pullers the effect would not be to reduce taxation, but to afford a new basis for municipal extravagance to be as recklessly made use of as have the old sources of revenue now pledged to their utmost limits. Gradually the various municipalities are being unpleasantly reminded that the expansiveness of their revenues has become a thing of the past, and that financial ruin or heavy retrenchments are the only alternatives offering. The new suggestion to increase the burdens on the ratepayers, though brought forward under the specious pretext of equalising burdens, is felt to be merely a new device for raising more money, and though a small majority passed the second reading there was exhibited but little inclination, having endorsed the reasonableness of shifting an unequal burden, of proceeding further. Historically the example of Shanghai affords but little support to the contentions of the home municipalities. The practice of taxing land values was originally the only source, with a fee for landing cargo, of municipal revenue, but in those days there was no differentiation between owners of land and residents. It was not in fact for many years that the idea of any distinction arose. The only objects of expenditure in those early days were the making of a few roads, actually necessary repairs to jetties, and one or two small bridges, and these were naturally undertaken by the owners of the various lots. When after a generation the dwellers in rented houses came to be a class of their own, and needed such luxuries as lighting, police, cleansing, &c., it was felt to be unfair that the landlord, now often absent, should have to bear the entire brunt of these new-fangled innovations, so a compromise, which did not in appearance seem unreasonable, was arrived at; householders for the first time came to be taxed for luxuries which in the progress of events had become necessities, but as a set-off were admitted to full participation in the municipal councils, now no longer of land-renters but of ratepayers. This, and not any doctrinaire scheme of shifting burdens, was the explanation of the fact that burdens have been distributed in the baby community of Shanghai in a manner which well excites the jealousies of the older home municipalities. Still it is wise to remember this

difference, that while the process in Shanghai has been one of natural growth, the new scheme of Mr. TREVELYAN, though seemingly identical, bears all the external marks of artificiality.

THE TROUBLE IN TIBET.

(Daily Press, 14th May.)

A somewhat new light is thrown upon the Tibet Mission's difficulties by the telegram coming through REUTER'S agency and derived ultimately from a despatch of the *Times* representative at Gyangtse. Hitherto, though the responsibility for delay in the negotiations has been divided between the Chinese and the Tibetans in proportion difficult to make out accurately, the only actual treachery, as exhibited in the attack at Guru on the 31st March, was due to the Tibetan commander who lost his life on that occasion. After the severe lesson administered by the British Indian force at Guru an immediate effect was apparently produced, not only on the Tibetans but also upon the Chinese Commissioner MA, who wrote to Colonel YOUNGHUSBAND from Lhasa, saying that the Dalai Lama was wholly to blame for their not having met, as he had refused to provide him (MA) with transport; he himself was anxious to meet the British representative. This seemed a fairly reasonable excuse to anyone acquainted with the secular obstruction by Lhasa of all attempts to penetrate Tibet from India. Probably Colonel YOUNGHUSBAND accepted the explanation and, while pressing on to Gyangtse, looked forward to a meeting with China's delegate. Gyangtse was reached in the middle of April, after slight opposition at the "Red Idol Gorge," and the Mission then settled down for another period of waiting. No Chinese Commissioner appeared, and all the news to be had on the subject resolved itself into futile questions in Parliament, to which the Ministerialist answers were commendably brief and reticent. Then, on the 5th May, a sudden attack was again made, by about 800 Tibetans. Happily it did not catch the Mission unawares, and the loss on our side was only two wounded as against 250 Tibetans reported killed. But now a fact is revealed in connection with this attack, on the authority of the *Times* correspondent at Gyangtse, which puts a most serious aspect on the affair. He avers that Commissioner MA deliberately concealed a Tibetan plot to attack the Mission—and was therefore equally guilty of treachery with the Tibetans. Moreover, Mr. PARR, of the Chinese Imperial Maritime Customs, who is the Englishman representing the Chinese Government jointly with MA, had a narrow escape from death, while all his servants were killed. MA, in fact, seems to have most grossly and outrageously violated his duties and has made instant removal imperative. Needless to say, the work of the Mission will be once more grievously delayed. We do not see that anything remains but to proceed to Lhasa after reinforcements have reached Colonel YOUNGHUSBAND. The remarks of the Allahabad *Pioneer*, quoted by us three days ago, appear absolutely correct. Our contemporary claims that it would be the greatest possible mistake to stop short at Gyangtse. Much money has been spent and much blood shed, and to ensure any commensurate return it is necessary that some permanent impression should be produced on the minds of the Tibetans. An entry to Lhasa would certainly be vividly remembered by them for decades, whereas the recollection of the defeats by the present Mission will be forgotten as quickly as that of their expulsion from Sikkim.

Lhasa, therefore, beckons, and Colonel YOUNGHUSBAND should not only go there, but his entry should be made with as much show as possible—including, the *Pioneer* suggests, a British Infantry regiment with its red uniform and two or three smart Indian regiments. There is wisdom in this, if it is climatically practicable, for the larger the British force the less likelihood of fighting. The smallness of the Mission cannot but have encouraged the vastly more numerous Tibetans to make their mad attacks. Great Britain and India desire the Tibetan difficulties settled as quickly as possible. A rapid and yet duly protected advance on Lhasa promises the quickest settlement. It is Lhasa all along, with the vague support of China behind the Lamas, which has flouted every attempted advance from India and disregarded every engagement. Even as early as WARREN HASTINGS'S time it was the Dalai Lama who opposed BOGLE, sent to arrange a commercial treaty. The Teshu Lama of Shigatze, spiritually superior but temporally inferior to the Dalai Lama, was friendly then, and this attitude seems to have remained to the present day. But the Dalai Lama and the Lhasa hierarchy have kept themselves firmly seated on the shoulders of the Tibetan people, with the support of Peking and by aid of the tea-monopoly as much as anything. It is not unnatural that they should obstruct Indian advances, which threaten their supremacy gravely. With their prestige dissipated by the arrival of a foreign force at Lhasa, and with Indian tea on the Tibetan market, to what are the Lhasa Lamas to look? With regard to the tea question, we may recall some words of Mr. T. T. COOPER, who in 1868 tried unsuccessfully to cross into Tibet over the Szechuen frontier, armed with the Viceroy's pass. He wrote "The whole business in life of the Tibetans seems to be to procure a sufficiency of tea; and it is no cheap luxury; for the Lamas, keeping in their hands the retail as the Chinese do the wholesale trade, reduce the people by this means to absolute dependence, exacting in return for the precious article labour and produce. Grain, yaks, sheep, horses, and even children, are given to the rapacious priesthood in payment for tea." The same was true as early as the days of HUC, and the same is true now, and it is only at Lhasa itself that any chance of changing this state of affairs seems possible. With regard to the justification of the British Indian enterprise in Tibet, no one can deny that Tibet has made promises of certain trading facilities which after a decade of years remain unfulfilled. In the meantime Lhasa, not ignorant of China's decline, has been coquetting with S. Petersburg—a fact which, it must be admitted, has had some influence in quickening the action of British diplomacy. Considering the enormous importance of our frontier-position in India, who can say that this action is unwarrantable?

The *Universal Gazette* now hears that since Viceroy Wei, of Nanking, refused to appoint an official to take charge of the improvement of the Whangpoo with other foreign officials, he proposes now to ask the Senior Consul of Shanghai to inform the Consular Body, who in turn are to inform their respective Ministers at Peking, that China would undertake to obtain the necessary funds herself to carry out this work within a certain period. The *Gazette* remarks that the Viceroy's proposal is certainly preferable to carrying out the work jointly with foreign officials and partly with foreign capital.

THE PEAK RESERVATION QUESTION.

(Daily Press, 12th May.)

It is not often that Indian papers trouble themselves to comment on the affairs of Hongkong. Occasionally only do we remember seeing mention in the *Times of India*, one of the best known of them, of this Colony, and then it has generally been when our Bombay contemporary has chosen to refer, somewhat slightly, to the outcry made by Hongkong journals about the ravages of plague here. To Bombay our plague sufferings in the past have seemed slight, reckoned merely numerically and without regard to the effect on the trade of this port, one of the great clearing-houses of the world. However, just about a year ago, Mr. FRASER, the Editor of the *Times of India*, paid a visit—his second, we believe—to Hongkong and wrote for his journal a very able article on this Colony, in which he dwelt with insistence on the need of an European reservation for Hongkong. We see in one of the latest numbers of the *Times of India* an article entitled "A Lesson from Hongkong," in which the writer discusses our Peak Reservation Ordinance with the highest approval and holds it up for the emulation of Bombay. Our contemporary takes some credit for having stirred up public opinion in Hongkong on the subject last year. In justice to ourselves we must point out that the question of an European reservation is one on which we have always taken a firm stand, and that it is hardly just for the *Times of India* to say in this connection that "what was everybody's business ended in being nobody's business in Hongkong." The case was rather that no attempt was made to reserve the Peak district until it was judged that this district was actually threatened. Previously there was an agitation in favour of an European reservation in Kowloon—for a less wealthy class of Europeans than those of the Peak, it will be understood—but there was a distinct feeling against this among the home authorities, and no reservation has been sanctioned. With regard to the Peak we still await the decision of Downing Street, not without hope, seeing that the local Government has lent its support to the petition and that the respectable Chinese have concurred in the wisdom of the measure. We are glad, however, to see that we have the support of the *Times of India*, the writers on which see in Bombay conditions at least analogous to those prevailing in Hongkong. They are able to recognise how imperative it is to the health of European residents in the tropics—and, in particular, European women and children—to live under conditions somewhat, even if remotely, resembling those of home, and not amid crowded Eastern surroundings. They recognise that it is not a matter of race at all, merely of health of the Europeans, who after all must be considered the backbone of the Colony, and whose predecessors from home, as the *Times of India* points out, sacrificed their lives in hundreds at a time when the risks of life in the tropics were less understood and guarded against than they are to-day. Is it too much to hope that the home authorities will be able to see facts as our Eastern neighbours see them and to admit that in our petition we have only asked for sanction to a measure which will secure the best interests of the Colony?

It is not generally known that there is a son of the late Sir Edwin Arnold on the Hongkong-Canton run. He is chief officer of one of the river steamers.

JAPANESE WAR NEWS.

(Daily Press, 7th May.)

Repeatedly during the present war though it has barely lasted three months yet, the fact has been brought out of the extreme moderation of the Japanese official reports on the progress of the fighting. There has, of course, been a suspicion that the Japanese squadron operating against Port Arthur has suffered more than its Admiral has admitted in despatches, but, after all, there is nothing to prove this, and the whole fleet seems unimpaired in numbers, with the possible exception of one or two torpedo-boats. We have had many wild stories from Europe, all emanating apparently from St. Petersburg, about great Japanese disasters, but not a single one of them has proved to be true, and the Russians themselves have abandoned them, official or semi-official though some of them were in origin. On the other hand, no Japanese version of any incident coming from a reputable source has turned out to be false, and the official despatches have frequently been shown by subsequent information to be distinct under-estimates of the amount of success gained. A very striking instance is that furnished by the battle of the Yalu. The first news to reach Hongkong was REUTER'S telegram of the 1st May, stating that the State Department at Washington had received news of a complete Japanese victory on the Yalu. Soon after noon on the 2nd instant our Kobe correspondent wired the news of the capture of Chinliengcheng and gave (from Japanese official accounts) the Japanese and Russian losses as 700 and 800 respectively, while the Japanese claimed to have taken also twenty guns and a number of prisoners. The Japanese Consul here received the same day a Government despatch from Tokyo, putting the losses at the same figures, but stating the captures to be twenty-eight guns, twenty Russian officers, and many men. A further telegram to Mr. Noma on the 3rd instant described the stubborn resistance offered by the Russians in their retreat on Fenghwangcheng, which added another 300 to the Japanese losses. No statement was made about the Russian losses, except that the prisoners were said to be thirty officers and 800 men. We now have the Russian official admission as to the extent of their losses, which turn out to be far heavier than claimed by their enemies. One regiment alone, the Eleventh, lost forty officers and 2,000 men, and the total loss is allowed to be between 3,000 and 4,000—including the prisoners in Japanese hands, we may conclude. It will be seen that the Japanese studiously refrained from claiming any more success than they were absolutely certain about, and that the details, now that they have come out, show them to have gained a much bigger victory than they stated themselves.

There is little wonder that, after this notable success of the Japanese arms in the first land engagement on a large scale, a great sensation is reported to have been caused both in England and on the Continent of Europe, where the moral effect of the victory is regarded as incalculable. The critics who looked for a turning of the tables when the Japanese faced the Russians on land in force have received a rude blow. It would be foolish to build too much on Japan's opening win, but we can at least with some confidence reject now the hasty anticipations of those who, admitting Japan's naval superiority, claimed that on land at least the Russians must be the better men. We do not know the numbers engaged on either side in the battle of the Yalu. According to REUTER, French and German

critics hold that the Russian force must have been small and was not intended to do more than impede the Japanese progress. But a loss of from 3,000 to 4,000 men and of so many officers does not seem to indicate a particularly small force; nor does the stubborn resistance offered by the Russians to the pursuing Japanese. It may be taken as certain that the Japanese were considerably superior in number. But their enemies were entrenched and on the higher ground, as well as able to attack the Japanese all the time they were crossing the Yalu. What appears to have told so heavily in favour of the victors was what General KUROPATKIN calls "the extraordinary vigour of their artillery attack." It is evident that the time taken by the Japanese in their advance from Seoul to the Yalu has not been wasted, for they have been able to transport with them artillery heavy enough to outrange and defeat the Russians. Those who blamed the Japanese military commanders for their "lack of initiative" must now retract. Those generals were not inactive; they were making sure of victory.

It would not be surprising now if we were to hear that the negotiations mentioned by REUTER as approaching a conclusion between Japan and several financial houses in London for the issue of a loan of five millions sterling on the security of the first charge on the Japanese Customs, have proved successful. Not that we think any sound financial houses in London are likely to run away with the idea of a speedy Japanese win in the war. But the Japanese have done so much in three months—though the work done is the fruit, of course, of years—that even a cautious financier must be tempted to take the risk on good security. At any rate, we look rather for the success of Japan in her attempt to raise a loan in England (and probably also, partly, in the United States) than of Russia in any attempt for a loan on the Continent.

RUSSIAN PLANS.

(Daily Press 13th May.)

Some interesting remarks on the plans of campaign of the belligerents up north may be gathered from a perusal of the newspapers brought out by the last mail. The European journals have, of course, opportunities, through their representatives, of getting the views of prominent personages—opportunities which are denied to the Far Eastern Press from our very proximity to the seat of war. However, the first article which fixed our attention in the most recent batch of home papers owed its origin to Tokyo, though appearing first in the *Tageblatt* of Berlin. The Tokyo correspondent of that paper says that the Japanese claim to be in possession of Russian secret documents revealing a plan for a sudden attack on Japan which was only frustrated by Japan's even more sudden attack on Port Arthur. The *Tageblatt's* correspondent claims to have learnt "from a well-informed official" (how well we are beginning to know that phrase now!) that Japan's energetic action was due to Russia's plans with regard to Japan, for by prolonging the diplomatic negotiations indefinitely, the Russians hoped to be able to concentrate an immense body of troops along the Yalu, and at the same time to conclude a secret treaty with Corea to allow Russian troops serving as Corean mercenaries, to be landed at Chemulpo. To protect these mercenaries the Russian warships *Varyag* and *Koreetz* were for some time in that harbour. On the 21st February Russia intended to break

off the negotiations suddenly, and then to send her Vladivostock fleet to the Tsugaru Straits, so that the Japanese would be compelled to divide their naval strength. Then the Russians wished to land a large force at Chemulpo under the protection of the Port Arthur squadron, while at the same time the troops on the Yalu were to cross and join the Corean and Russian troops at Seoul, so that they could drive the Japanese from Fusan, where they had landed. This was the plan, which according to the *Tageblatt* the Japanese claim fell into the hands of their Government, and which made the Cabinet and the Elder Statesmen, until then undecided, be of one mind with regard to anticipating the Russian Government by striking the first blow. What there is in the story we do not know. We have not seen the claim of the discovery of Russian plans advanced seriously by the Japanese, certainly not officially. It is possible, and that is about all that can be said. But Russia must have anticipated a very easy victory, seeing how the actual course of events since the outbreak of war has betrayed her entire unreadiness for serious fighting.

Another article connected with the war, but treating of Russia's future intentions, appears in the *Petit Parisien*, whose representative at St. Petersburg secured an interview with Admiral ROZHDESTVENSKY, Chief of the Russian Naval Staff and commander of the Baltic Squadron. The Admiral appears to have been very frank, for he admitted that it was not certain that he would ever take that squadron out east. The squadron would be ready by the 15th July, but it had been too hastily concluded that its departure for the Far East was a settled thing. "Who could say that in July the squadron might not be required in the waters of the Baltic?" Admiral ROZHDESTVENSKY asked this question, but supplied no answer. He then went on to say that, in his personal opinion, in September the Navy would have nothing more to do in the Far East. The Japanese would by then have transported to Corea more cannon, ammunition, and projectiles, and provisions in sufficient quantity for a campaign of many months. They had docks to repair the damage done to their ships, and it would be puerile to attempt any longer to deny that they were admirably prepared from that point of view. In a word, they were formidable adversaries, against whom the Russians would have to exert themselves strenuously if they wished to succeed. The last remark strikes one rather as an anti-climax, but the Admiral intensified it with the ejaculation, "We shall have a hard task to get the better of them!" Then, in reply to the question what should now be done, Admiral ROZHDESTVENSKY exclaimed with much animation:—"We are now doing what remains to be done, we are defending the honour of the flag. It is at a previous stage that another course ought to have been adopted. Attack should have been met by attack, they should have advanced against the enemy, fought to the death—you understand me—with guns, mitrailleuses, with fists, and even with their teeth. It should have been victory or death, but in any case it was indispensable to inflict upon the enemy such loss as to have rendered the landing of troops impossible. Sacrifice the fleet if need be, but, at the same time, deliver a fatal blow to the Japanese naval power. Disembarkation would thus have become impossible. You now understand why it was essential to take the offensive at any cost. Why was it not done? Why have they not made it impossible for

"Togo to renew his attempt?" It cannot be denied that the Russian Admiral spoke like a gallant man. But his plan of warfare, if plan we can call it, has been rendered impracticable, as far as naval affairs are concerned, within a very few weeks of his enunciation of it. Whether it would not have been the soundest line of policy at the beginning may well be doubted. But would even Admiral Rozhdestvensky be prepared to use the Baltic fleet in the manner suggested, provided it could be brought out to Far Eastern waters? We do not think so.

CHINESE RIVER CONSERVANCY.

(Daily Press, 16th May.)

River conservancy on the China coast is a matter on which we have written more than once of late. At the present moment there are two rivers for the improvement of which the European residents in this neighbourhood and at Shanghai are anxiously looking. China has promised reforms, but with China's promises we are all unfortunately only too familiar. The date which the Chinese Government prefers to fix for their fulfilment is always a date in the Greek Kalends; only by force can that Government be induced to name an actual day of redemption. But there are rumours now of really impending action with regard to both the Canton and the Whangpoo Rivers. The fact that Mr. W. F. TYLER, the Imperial Maritime Customs Coast Inspector, has proceeded to Canton on a visit is interpreted to mean that his advice is to be given to the Canton authorities on the subject of the removal of the artificial barriers in the river, the removal of which has been promised by China, but, characteristically, never even begun. The suggestion as to the cause of Mr. TYLER's visit seems reasonable, and we believe we may congratulate the Hongkong General Chamber of Commerce that their constant hammering away at the subject has at length met with success, in so far that China has been compelled to consider how to carry out her promise. With reference to the Whangpoo, a meeting of the Consular Body at Shanghai was called for Tuesday last to discuss the conservancy question. The result is not yet known, but Viceroy WEI KUANG-TAO was understood to be placing certain suggestions before the Consuls. In a Memorandum drawn up by H.E. WEI, China's readiness to appropriate 460,000 Taels annually for the conservancy work is mentioned. It is stipulated that the Whangpoo River works shall be still controlled by the Shanghai Taotai and that the Customs and the administration of and other powers in connection with the river, lighthouses, etc., shall still be in charge of the Customs authorities. China undertakes to ask the various countries, after three months' time, to nominate conjointly one or two officers versed in conservancy to manage the work in question. And, finally, the Chinese Government is willing not to receive any money or contribution for the conservancy work from the shipping or properties of the various countries at Shanghai and the ports in its neighbourhood. This is the principal part of the Viceroy's suggestion. He says, too, that China cannot entertain the idea of the foreign merchants contributing to the cost of the conservancy. No doubt it is rather fear of the merchants establishing too strong a claim rather than pride which inspires this attitude on the part of China. But it is satisfactory that China has been forced to make counter-advances on the question, and there is a promise of settlement of the

matter. It will be a great advantage to foreign merchants, and also to China herself, if the year 1904 sees the actual beginning of the task of improving the rivers at Canton and Shanghai.

HONGKONG JOTTINGS.

(Daily Press 9th May.)

I saw the statement in a home paper recently that Sir John Anderson, who has just taken the oath as Governor of the Straits Settlements, is the youngest Governor in the Colonial Service. As he is 46 years of age, our own Governor-designate must run him very close in that connection, for Sir Matthew Nathan was also born in 1862. In looking over the few biographical notes in the Colonial Office List and other works of reference, I came to the conclusion that Sir Matthew's luck must run on nines, and I wondered whether the coincidences here under note have ever been remarked by His Excellency himself. It appears that he was twice nine years of age when he entered the Royal Engineers; he was three times nine when he obtained his captaincy and distinguished himself in the Lushai campaign; he was four times nine when promoted to the rank of Major, and five times nine when chosen to be Governor of Hongkong.

The public are beginning to get a little apprehensive once more about the water supply of the Colony, the advent of the rainy season being later this year than last, and the levels in the storage reservoirs much lower. On the 1st May there was almost exactly half the quantity of water in the reservoirs that they contained on the same date last year. The Return published by Mr. Jones, the Acting Water Authority, shows that on the 1st inst. there were in the reservoirs only 59,681,000 gallons of water, which represents little more than a month's consumption with the intermittent system of supply in force. Fortunately, to all appearances, we have not long now to wait for the replenishing of the reservoirs. Last year the dry season practically ended on April 27th, and the boon of a constant supply was restored on May 7th. The Water Returns clearly demonstrate the necessity for pushing on the scheme which was referred last year to the Secretary of State for the Colonies of providing for the construction of a dam at Tytam-tuk to impound 194 million gallons of water. I have noticed no announcement that this scheme has yet been definitely sanctioned by the Colonial Office, but it is quite time that this work was put in hand.

In Mr. Basil Taylor's report on the Harbour in 1903, under general remarks, may be found the following paragraph:—"The building of the much-needed new Harbour Office has now been commenced, and it is to be hoped that the work will be pushed on as quickly as possible, as the work of the Department is seriously hampered by the restricted view of the Harbour from the Office. But it is scarcely probable that the new Office can be opened much before another two years have passed." It is always thus in Hongkong with Government work. What department, I wonder, can be pointed to as not having suffered from inadequate present accommodation and delay in the provision of new?

The suggestion which has been made to the Chamber of Commerce by Mr. S. T. Dunn, the Superintendent of the Botanical and Afforestation Department, to the effect that an experiment should be made in the cultivation of cotton in the New Territory, is one which the Chamber might well press upon the attention of the Government, and it may be hoped that the Government will be found only too willing to appropriate a small sum in the next Budget for the purpose of making the experiment. Since the formation of an Association at home having for its object the development of cotton cultivation in the Colonies, the Colonial Office has shown a very praiseworthy interest in the enterprise, and I suppose Mr. Dunn's investigation of the agricultural aspects of the New Territory was prompted by the lively interest the subject of colonial cotton-growing has evoked. France has its "Association Cottonniere Coloniale," established less than two

years ago, and it seems to have amply justified its existence, though it has had to depend entirely on private support. Indo-China is one of the French Colonies now growing cotton, and there is not a great difference in the climate of Indo-China and Kwantung. There is very little doubt that the small farmers in the New Territory would take to cotton-growing if the Government experiment proved a success.

A correspondent tells me that he witnessed a strange contest the other day on one of the higher-level roads between a bird of the magpie species and a snake. The reptile was over two feet long and the bird about the size of a pigeon. In the end the bird came off victorious, killing the snake by pecking at it and by lifting it off the ground repeatedly and letting it drop from a height. Four other birds of the same kind as the contestant were attracted to the scene and very ungallantly tried to rob the victor of his spoils, but he contrived to beat them all off and flew with his prize to a neighbouring tree where no doubt he enjoyed a meal in peace and security.

A Camera Club ought to be popular in a picturesque place like Hongkong. At the third Annual Photographic Exhibition of the Foochow Camera Club on the 19th ult. over three hundred prints were hung from exhibitors in all parts of the world, a specially noteworthy collection having been sent by the Camera Club of San Francisco, California.

BANYAN.

THE WAR.

[FROM OUR CORRESPONDENTS.]

LONDON, 6th May.

The Japanese Loan has now been arranged. Five millions are to be issued in London, and the same in New York. The loan will be for seven years, will bear 6 per cent. interest, and is issued at 93½.

LONDON, 6th May.

The Japanese Fleet is now behind Liotishan, while the Japanese transports are at Pitsuwao.

Admiral Alexieff has left Port Arthur to join the active army.

Admiral Besobradoff has left S. Petersburg for the Far East.

It is reported that the Russians have abandoned their position at Fenghwangcheng.

LONDON, 8th May.

It is reported from S. Petersburg that the railway and telegraph south of Moukden have been cut, and that the surrounding country is in the hands of the Japanese.

LONDON, 8th May.

It is reported that Fenghwangcheng fell into the hands of the Japanese on Wednesday after fierce fighting, with heavy losses on both sides.

Admiral Stoessel in a speech at Port Arthur expressed his confidence about the place holding out.

Admiral Alexieff has arrived at Moukden.

LONDON, 9th May.

It is officially declared at S. Petersburg that Port Arthur is still open.

It is announced at Brussels that a Russian Loan of 45,000,000 francs was signed on Saturday.

The Vladivostock squadron has returned to port.

LONDON, 10th May.

The Russians have withdrawn the Viceregal headquarters in Manchuria to Harbin.

Grave anxiety is being caused at S. Petersburg by the disaffection in South-Western Russia.

LONDON, 11th May.

Viceroy Alexieff reports to S. Petersburg that the railway has been restored to Port Arthur.

The capture of Dalny is denied.

Two battles have taken place south of Liaoyang. It is reported that the Russians have been defeated and are retreating.

100,000 of the Moscow Reserves are leaving for Manchuria.

LONDON, 13th May.

It is reported that Admiral Alexieff has telegraphed to S. Petersburg that the Russians have totally destroyed Dalny.

LONDON, 13th May.

The Japanese Loan has been an immense success. The subscription was closed yesterday.

LONDON, 14th May.

Seventeen miles of the railway between Port Arthur and the North have been destroyed by the Japanese.

JAPANESE OFFICIAL DESPATCHES.

The Japanese Consul has kindly put the following at our disposal:—

Tokyo, 6th May.

General Kuroki reports that on the 3rd May the Japanese mounted scouts, after a severe hand-to-hand fight near Fenghwangcheng, drove the Russian horsemen towards Fenghwangcheng.

The Chinese say that on the 1st May about 2,000 Russian infantry, posted on a hill east of Fenghwangcheng, fired upon 300 of their comrades retreating from the Yalu, mistaking them for the enemy, and 100 men were wounded and 70 killed. The rest fled in disorder, abandoning the commissariat carts.

Officers taken prisoners state that the only bodies that retreated in order on the 1st May were five or six infantry battalions and two artillery companies.

200 more Russians killed or wounded were found left on the field.

Tokyo, 6th May, 6 p.m.

Admiral Hosoya reports that the seventh detached fleet, the twentieth torpedo flotilla, the *Hongkong Maru* and *Nippon Maru* arrived at 5.30 a.m. on the 5th May at Liaotung. Some of the enemy's sentinels were seen on the top of a hill adjoining the coast and were driven away by our fire.

The Naval Brigade, under Captain Nomoto, was then ordered to land. The ebb-tide preventing the boats' approach to the shore, they waded breast-deep for 1,000 metres and gained the shore at 7.22 a.m. Immediately marching, they reached the heights and hoisted their flag.

Meanwhile the cruisers *Akagi*, *Oshima* and *Chikuma* approached the shore on the flank of the landing-place for the purpose of diverting the enemy. The *Akagi* found 100 of the enemy and dispersed them.

The transports arrived at 8.5 a.m. with the first echelon of the Second Army, who, seeing the Japanese flag at the top of the hill, immediately commenced landing, which they effected splendidly, despite the deep water. They are now building a pontoon.

Tokyo, 7th May.

Admiral Togo reports that the combined fleet effected on the 3rd May the third blocking operation against Port Arthur. The gunboats *Akagi* and *Chokai* and the 2nd, 3rd, 4th, and 5th destroyer flotillas, and the 9th, 10th and 14th torpedo-boat flotillas, with steamers, started out on the 2nd instant. A strong wind soon arising greatly hampered the movement. The Commander ordered a stop in the operation; but the order did not reach, and eight steamers proceeded and made a dash for the harbour, despite the enemy's search-light, fortress-fire, observation mines, and mechanical mines.

Five steamers gained the harbour mouth, especially the *Mikawa-maru* and the *Totomimaru*, who, breaking the boom, reached the further inside.

The entrance is considered effectively blocked, at least for cruisers and battleships.

Three other steamers were sunk before reaching the mouth.

Our flotillas remained till morning and rescued half of the crews of the sunken steamers.

Torpedo-boat No. 67 had her steampipe hit and disabled, but was towed away by torpedo-boat No. 70.

The destroyer *Ataka* was damaged in part of her engines, but is safe.

The flotillas' casualties are three wounded and two killed. No other damage was done.

Tokyo, 8th May.

General Kuroki reports that our cavalry is dispersing the enemy. Our infantry detachment occupied Fenghwangcheng on the 6th instant. The enemy before evacuating burnt [their] ammunition. The enemy's refugees continue to come out of the adjoining forests and villages and surrender. The natives say the Russian wounded were passing Fenghwangcheng on litters on the 2nd instant to the amount of 800; their total casualties probably exceed 3,000. Our army landed at [a point in] Liaotung reports our detachment repulsing a small body of the enemy. On the 6th instant they occupied Pulantien, and destroyed the railway and telegraph. The communication to Port Arthur was cut.

Tokyo, May 12th, 11.35 a.m.

On the morning of 10th inst. 200 Russian cavalry attacked Anju. The Japanese garrison stubbornly resisted. One company reinforcement arrived on the afternoon from Pingyang. The enemy fled on the morning of the 11th, when further Japanese reinforcements arrived from north and south. The Japanese casualties were four killed and six wounded. The enemy's casualties were over fifty. A non-commissioned officer taken prisoner said the enemy consisted of 500 Cossacks.

Tokyo, 13th May.

Admiral Kataoka reports that the third fleet arrived at Kerr Bay near Talienwan on the morning of the 12th inst. The *Itsukushima*, *Nisshin*, and *Miyako* undertook the demonstrative bombardment while torpedo-boat flotillas were engaged sweeping and sounding the sea. An officer with four men landed and destroyed the telegraph. Some of the Russian mines were discovered; three were successfully destroyed, but the fourth exploded prematurely wrecking the torpedo-boat No. 48, in which seven were killed and seven wounded. No other damage was done on our side.

Tokyo, 15th May.

General Kuroki reports that our detachment occupied Kuantiencheng on the 7th instant. Another infantry detachment pursued on the 11th the enemy's cavalry retreating from Chiuliencheng and captured two privates and a lieutenant, who is a son of General Honvalli.

TELEGRAMS TO SHANGHAI.

We take the following from the issue of the *N. C. Daily News*:—

"Peking, 2nd May.—The Russians are building three pontoons near Hsinmintun. They have bought a hundred or more junks at Newchwang, and are using the materials in the construction of a branch railway between Niuchatun and the forts at Yingkou, and have compelled the Chinese local officials to repair the main road between Hsinmintun and Moukden. The Russian forces on the west bank of the Liao river are increasing day by day."

"Tokyo, 2nd May.—Six Russian posts have been established west of Liao by a Colonel with 1,000 men, the proposed neutrality of the territory west of the Liao being actually broken."

[In this connection we may note that a Hsinmintun native despatch states that of late unprecedented numbers of Russian soldiery have again begun to invade Chinese neutral territory west of the Liao river.—Ed. D.P.]

"Peking, 2nd May.—The Russians are building new forts, in the hills west and north of Dalny city, and have dug mines on both sides of the wharf."

"Tokyo, 2nd May.—It is learnt on good authority that the Japanese passage of the Yalu, the artillery operations, and the occupation of the highlands near Chiuliencheng were carried out according to the prearranged scheme of operations. The prompt occupation of Chiuliencheng was largely due to the superiority of the Japanese artillery, coupled with the experience gained in the China-Japan War. The Russian guns, like the French, are excellent, but too light. As to the occupation of Chiuliencheng, the Imperial Guards, who took the centre, and whose casualties are therefore more numerous, behaved splendidly. The major, who was wounded, heads the whole list of casualties. The taking of the key of the position near Chiuliencheng

was probably effected through silencing the Russian artillery on the left flank. The subsequent pursuit of the enemy was very hot work.

"It is gathered from different sources that the Yalu operations, extending over about five miles, were effected most satisfactorily and promptly, almost as if they were only manoeuvres, which reflects great credit on the previous reconnaissances. The Russians reopened their resistance at Chiuliencheng on the 1st instant, the Japanese victory being made complete by a furious attack on the enemy from three sides in the afternoon. Twenty guns were captured with all their waggons, over twenty officers, including a Colonel of Cavalry, and many men. It appears that the Russian artillery fire was effective at 7,500 metres (over 8,000 yards); their bravery may be admitted, but their fire was not very well aimed; on the other hand, the excellence of the Japanese heavy artillery was fully borne out by its effect on the enemy, and the Japanese martial spirit is running higher than ever, as reported by General Kuroki. The naval detachment co-operated with the army from a point four miles lower down the river. This harmonious co-operation greatly expedited the general operations.

"The Russian forces numbered 30,000, with 48 guns, with a front extending four miles. It has transpired that the Russian forces engaged consisted of their picked corps, while the casualties on both sides—700 Japanese and over 800 Russians—imply that it was a very hot engagement.

"The operations beyond the Yalu were continued from dawn to yesterday evening with unrelaxing intensity. The Russians will now be compelled to retire to Fenghwangcheng via the main road along the Yalu."

"Tokyo, 2nd May.—From later advices it is learnt that the soldiers on board the *Kinshiu Maru* burned all documents, removed their uniforms and badges, and after firing volleys, gave three cheers for the Emperor and for Japan. Torpedo-boats escorted the *Kinshiu Maru* on her outward voyage, but could not do it on the return voyage owing to the bad weather, and this caused the disaster. The distance between the *Kinshiu Maru* when she was stopped and the land was sixteen miles."

"Tokyo, 3rd May.—The latest returns show that the casualties in the Imperial Guards Division were less numerous than in the others, the whole list being little longer than the former estimate of seven hundred. The capture at one stroke of twenty guns in the Russian artillery base at Kiuliencheng was largely due to the Twelfth Division, which advanced via Sukuchin, the point from which the Japanese crossed the Yalu in the China-Japan War. Contrary to the Russian belief of its impossibility, the Twelfth Division skilfully forded the Ai Kiang, a tributary which enters the Yalu east of Chiuliencheng."

"Tokyo, 3rd May.—All non-combatants have evacuated Dalny, and all official documents and articles of value have been sent away from the city. It is learned at Tokyo that the guns on board the disabled vessels at Port Arthur have been transferred to the land defences."

"Tokyo, 3rd May.—The Emperor, in his message, says that he warmly appreciates the distinguished services of General Kuroki and Rear-Admiral Hosoya."

"Tokyo, 3rd May.—The Japanese newspapers are exceedingly gratified at the destruction of one corner of the Muscovite pyramid, but urge that the completion of the work is still a long way off, and it would be a mistake to be over-sanguine."

"Tokyo, 6th May.—The Japanese officers and scouts marched on the third of May to Tangshangcheng [rather more than half-way between Chiuliencheng and Fenghwangcheng], after a serious engagement with Russian cavalry, and are pressing on to Fenghwangcheng. According to a native report, [the Russian infantry at Tangshangcheng on the 1st instant opened fire on the Russian infantry retreating from Kiuliencheng, mistaking them for Japanese, resulting in 100 being killed and 70 wounded.]

"Tokyo, 6th May.—The *N. Y. K. S. Kaga Maru* ran aground on the 4th instant at the naval landing base, but was got off the next day."

RUSSIAN OFFICIAL NEWS.

Shanghai papers publish the following despatches:—

It is reported from Vladivostok that to-day, at 7.25 a.m., the enemy's squadron was seen south of Askold Island, its strength being ten large vessels and six torpedo-boats. At 9.45 a.m. it took the direction of Rousky Island, steaming westward. No other news on this subject has been received.

According to the report of Captain Bolcha'kof, the Korean officials at Kengshen (Kyongsyong) seemed to be on the Japanese side, and would give no assistance to the Russians.

In different parts of the province of Kirin, the activity of the Hungbu'ze is increasing. The bands, mostly mounted, and 100 to 500 strong, seem to have some organisation. The pickets of railway guards have had some small engagements, on the 26th near Shitoucenzy, and on the 27th near the station at Tchaotoufu. In the former skirmish we had one soldier wounded, and in the latter Lieut. Boutkevitch received contusions, and two soldiers were killed.

During the night of the 29th, between Telin and Suitaicy, the patrols of the railway guard heard an explosion; the patrols opened fire, to which the bandits answered with a volley and made off.

It was found that some 70 feet from the bridge, four pyroxiline cartridges had been placed on the rails over a distance of nearly 100 yards; the explosion destroyed six rails; the road-bed and the sleepers were not destroyed, and traffic has been resumed.

On the same night, between Sintuicy and Houshitai, a fresh explosion was perceived at the junction of two rails, over a length of ten feet. Another cartridge which had not gone off was discovered.

The culprits could not be found. The road is repaired.

At the station at Erendjandzy in the course of an investigation, a large quantity of rokokor (explosive compound) was found in some Chinese shops, and some Bickford fuses. Some arrests have been made.

At Port Arthur and Newchwang all is quiet.

Moukden, 7th May.—The landing of Japanese troops at Pitsewo and on the coast near Cape Terminal began early in the morning of the 5th inst. Sixty of the enemy's transports were counted. Our patrols retreated from the coast. We destroyed our post and telegraph office at Pitsewo, and the Russian population left the town. According to Chinese statements, the enemy encamped in considerable force near its landing-places on the evening of the 5th, having sent out two columns, each consisting of about one regiment, one towards the south and one towards the south-west. Part of the Japanese squadron protected the landing-places, and part watched the entrance to Port Arthur. During the night of the 5th and 6th inst., three companies of the 4th (Russian) regiment were sent out from Pulantien to Pitsewo, and on their way were fired on by the enemy's infantry. The detachment retreated to Pulantien without any loss. To-day, a detachment of the enemy's infantry, about 150 strong, two versts (1½ mile) from Pulantien, opened fire on a railway train which was going northward from Port Arthur. In the train there were many passengers, and about 200 sick in sanitary cars. In spite of the Red Cross flag, the Japanese kept up a hot fire on the train and wounded two of the sick.

THE GREAT SHEKWAN FESTIVAL.

Away back in days that are dimmed by antiquity the fisher people of Deep Bay and Canton River built a temple to their Goddess, Tien Hau Tan, and called it Shekwan. It may be that at a less remote period a city sprang up around the sacred building as cities have grown about our English cathedrals, but to-day the environments of Shekwan are devoid of the evidences of gregarious human life; barren hills above and flooded paddy-fields beneath fill up the scene. At ordinary times the only signs of habitation are a curl of blue smoke rising from the temple buildings, a fishing-boat in the bay, or a solitary figure among the rice. But what a vast change comes with the annual festival! For be it known that each year,

in the Third Moon, and on the twenty-third day, the devout votaries of Tien Hau journey in their thousands from all parts of the southern provinces to worship at the ancient shrine and supplicate for good joss in the coming months. The festival indeed is one of the most famous in China, yet though its celebration takes place at our very door it is but little known to Europeans here.

Shekwan Bay is famous for the quality of its oysters and its crabs. During the past few days it has presented the appearance more of an important shipping port than of an unsequestered bight under whose placid surface lie the silently growing beds of shell-fish. Junks by the hundreds filled the bay—junks of strange shapes and rig, from the covered-in house-boat peculiar to the inland rivers to the huge coaster of a hundred tons or more with massive cannon frowning over the bulwarks; the war-vessel with flags and braves in gay attire, and the rapid sampan flitting in and out among the shipping. More than a score of steamers, big and small, from the old "converted" wooden hulk to the latest type from the shores of France, lent diversity to the scene.

Onshore the view was even more wonderful. Where only a week ago the eye could see nothing but paddy-fields and find nothing more interesting than the old dismantled fort on the hill (a dragon with his fangs cut out), a veritable city now appeared, a city of bamboo and palm-leaf. Numberless gangways had been built out into the sea for landing pilgrims from the boats. A great broad wooden street had been built on piles from the wharves to the temple across the watery fields, and all throughout its half-mile length it was flanked with booths where could be bought joss-sticks, joss-paper and crackers by the cart-load. The great joss for which Shekwan is famous are coloured paper cocks. Thousands upon thousands are bought and carried away into the remotest parts of Kwangtung and Kwangsi. These are carefully preserved among the household gods until next festival comes round, and happy is the man or woman who out of the myriad sold chances upon the chancicleer who evinces an ability to crow, for everlasting prosperity follows in the footsteps of its happy possessor and his or her kin.

But the purchase of cocks and souvenirs is a matter of after consideration. Our first *devoirs* must be paid to the temple and its goddess. It is not "the thing" to dare to enter the sacred precincts of the temple without bringing a votive offering, so we arm ourselves with an abundance of crackers and set off. What a crush! At one part of the way so great is the press that the narrow thoroughfare is incapable of accommodating all who would pass templewards. To make matters worse, there is a sudden rush of people coming from the opposite direction. It is the crowd being driven forward by the patrol of braves. The stream of people becomes compressed, the strain increases, and at last the human throng bulges out at the sides, invades adjacent stalls, and even betakes itself to the paddy-fields at the risk of going wet-shod for the rest of the day. After much crushing and good-natured interchange of badinage we reach the temple. The joss-pidgin is soon over, and we are glad to escape into the courtyard and get away from the din of crackers, the jostling and the cinders from the paper fires that fill the throat and eyes. It is a fine old temple replete with old pictures, rare carvings, and resplendent idols. In the courtyard one finds that it is a case of "out of the frying-pan into the fire." There is scarcely room to move. Games of chance are in full swing—fantan, kluk-kluk, dominoes, and the three-card trick all engaging attention. Chained up to a great stone lion are two miserable creatures, who, we are told, are pirates awaiting sentence, put there as a warning to evil-doers. They hide their faces in their folded arms and refuse to look up.

Opposite the temple is the theatre. The play is just about to begin as we see by the coming of an old man on to the stage with a pail of water which he forthwith sprinkles over the matting that the dust may be kept down. There is a weary prologue, lightened only by the vagaries of a clown with white painted nose and lip which he contorts in such a manner as to convulse the audience with suppressed laughter. Then comes the play. It is on the

customary lines of Chinese drama. There is a state of war between two rulers. The opposing forces meet, terrible in their battle array, and one side is put to flight. The King receives news of the disaster to his forces and calls his counsellors in conclave to decide upon the course of action to be taken—shall it be peace or war? His daughter the Princess is present. She (or he rather) would pass for one of the ugly sisters in a "Cinderella" pantomime. Her face is painted white after the style of a singing-girl, but the paint stops at her chin and leaves exposed a scraggy, yellow neck with bulging muscles. What was the result of the conference we did not wait to hear, but the audience appeared to be highly interested in the proceedings.

On the road back to the seashore we had more leisure to notice the sights of the fair. Every now and again we came across patrolling braves with burnished rifles on their shoulders. They cut a fine figure when employed in pacific pursuits. There are others, too, whose duty it is to prevent the organised crushes got up by the pickpockets and cutpurses. They are armed with only a rattan-cane, but for their purpose it proves to be much more efficacious than the rifle. It is part of their duty also to keep the legion of beggars in order. If one should yield to the supplicatory "Cumsha, taipan," of a single member of this vagrant brotherhood, one is immediately pestered with a small army of them at his heels. Great was our relief when a cane-wielding regulator of the traffic appeared on the scene and dispersed one such tail with a few sharp cuts of his cane about the shoulders of the most clamant of the beggars. We smiled our thanks, but apparently he wanted a more substantial acknowledgment of his services, for with the greatest *sang-froid* in the world he held out his hand for the "cumsha" that we had denied to our tormentors. Typically Chinese, truly!

At various parts of the roadside one sees examples of loathsome humanity such as put one in mind of the Biblical description of the gates of the temple at Jerusalem. The maimed, the halt, and the blind are all here, as well as lepers in every stage of emaciation brought on by that foul disease. While they cry aloud for charity and lay bare their ghastly sores, the pilgrims laugh and chaff in the contiguous eating-houses or barter merrily with the booth-keepers for a Shekwan cock. It is well to get away from such a place. It is a respite even to stumble across a butcher at work bleeding pigs and handing them over to his *fokis* to be dressed and roasted whole in an extemporised oven built of clay on the beach. Great heaps of oysters lie on the foreshore, numerous men and women being employed in forcing the reluctant shells to disgorge the delicacy that they guard so carefully. Everyone on the return journey carries "joss" of some sort, and toothsome dainties for the family at home—oysters, fresh and dried, crabs or Chinese sweetmeats; and it is a light-hearted, merry (if tired) crowd that regains the steamer as she sets out for Capsunmun.

RAILWAYS IN CHINA.

The Shanghai native papers are busying themselves with the subject of various railway projects in China. According to the *Sinwenpao* an American merchant has applied from the Waiwupu for permission to build the Taiyuen Hankow railway, with a capital of Tls. 40,000,000 which have already been subscribed, definite arrangements having been made with the Governor of Shensi as regards the railway. This railway, as proposed, will run from Taiyuen-fu, Shensi, passing Shensi, through Tung Kwan, and on to Hankow. The Waiwupu have not yet given any reply.

The *Universal Gazette* learns that the original scheme of the Belgian railroad merchants was to construct a line of railway from Shanghai to Canton where it would join the Canton-Hankow Railway, but in time their engineers found that Fohkien and Chekiang, through which the proposed line had to pass, were so mountainous that extraordinary labour and capital would be required to carry out their scheme. Therefore they finally gave the idea up and turned their attention to the northern section of the Canton-Hankow Railway, but as the right et

construct this section had been acquired by others, the Belgians had likewise to give up the idea. [This we believe to be quite incorrect.—Ed. D.P.] They then at last hit upon the scheme of the Shanghai-Hunan Railway which was to come into contact with the Canton-Hankow Railway in Hunan Province. They proposed to build this line from Shanghai to Hangchow and then by way of Changshan of Chuchou of Hangchow to Yushan, Kiangsi, then by way of Nanchang, the provincial city of Kiangsi, to Changsha, Hunan; consequently the line will pass through the four provinces of Kiangsu, Chekiang, Kiangsi and Hunan, where it would cut through the branch line of the Canton-Hankow Railway. The Belgians proposed further to compete for the privilege of constructing this branch line so as to share its profits with the Americans. Now this whole scheme was taken up by the Belgians before the Boxer disturbance, but it was not till last winter that it assumed any definite shape. At that time, a Hunan, a Fokien, and two Chekiang merchants, with some Belgian merchants in Shanghai, got hold of this idea, and it was proposed that the Belgians were to go to Peking and ask the representative of a certain Power (the Belgian Minister?) to obtain on their behalf this concession from the Chinese Government, while the Chinese originators were to proceed to Peking to work the scheme to a success through influential officials. They promised the Empress-Dowager through a certain Imperial clansman that the Belgians proposed to prospect for a capital of Tls. 3,000,000 to build this line, and the latter would present out of this Tls. 1,000,000 to her as a royalty, as soon as she had given consent, the amount to be immediately deposited with the Russo-Chinese Bank at Peking. It was understood that the originators would get Tls. 300,000 as their reward for carrying out the scheme to a success and the four Chinese originators would also get appointed to lucrative and influential posts on the railway when it has been completed during construction. The whole scheme has been carried out most secretly, but it is said that its success is now assured. After a decree sanctioning the right to the Belgians has been promulgated they will immediately proceed to Belgium to prospect for capital. If the Chinese wanted a certain number of shares, they could purchase them in advance now and the shares could be retained for them, but not otherwise.

It is to be noticed that no British railway schemes in China are talked about. This is as we should expect.

ACQUITTAL OF DR. GOMEZ.

On the 11th inst. we published a special telegram, from the *Daily Press* Manila correspondent, saying that Dr. Gomez was acquitted. There were two defendants in the case, Dr. Dominador Gomez and Senor Buenaventura Kabalza. Dr. Gomez, the more prominent of the two, was charged with having communion with rebels fighting in the hills, with founding an illegal society (the Labour Union), and with misappropriation of certain funds of the society. The Court was occupied with the trial for a period of more than six months. Hundreds of witnesses were examined and arguments before the court extended over almost two weeks.

Dr. Gomez in his youth was a medical student at Manila, but, after taking three degrees at the Manila Medical College, went to Madrid to complete his course of study. By passing a competitive examination he became a surgeon in the Spanish Army, and as such accompanied the Spanish soldiers against the Cuban insurgents. For distinguishing himself in active service he was given the *Cruz de Maria Cristina*, a distinction carrying monetary advantages. He returned to Madrid, and some time later, after the American occupation of the Philippines, came to Manila, where he set up in practice as a physician. Here he became prominent in politics, succeeding Senor Isabela de los Reyes as President of the Labor Union. He founded a labour newspaper at Manila, *Los Obreros*, which was stopped by the authorities. He was summoned for again issuing it two months after the prohibition.

NOTES FROM THE BOTANIC GARDENS.

Gardenia florida is perhaps one of the most attractive flowers with which the Far East has enriched English gardens. It grows wild only in China and Japan, but in consequence of its fragrance and beauty spread long ago in cultivation to other parts of the world, though how and by whom carried we cannot say. But when the light of accurate botany dawned upon the world it was found already in India, Ceylon and at the Cape. China was not even recognised by Linnæus, writing in the middle of the eighteenth century, as one of its sources. It was first introduced to England from the Cape and known as Cape Jasmine. It was named *Gardenia* after a certain Mr. Alexandre Garden, a doctor of Charlestown, Carolina, about this time, and the scientific name has gradually supplanted the more popular one.

In China, curiously enough, the *Gardenia* is not valued for its scent. "Too small" is the usual verdict. The fruit is used for medicine under the name of Wong Tse, and a yellow dye is extracted from the seeds and used for colouring food.

In Hongkong, as everyone knows, the shrub is one of the chief ornaments of our much-favoured flora. Its starry white flowers are already appearing in every little patch of bushes on the hill-sides, and it will continue to brighten our country walks for many months to come.

HONGKONG FIRE BRIGADE.

PRESENTATION OF PRIZES.

On the 13th inst. there was a parade of the Police Force at the Central Station when the Governor's award was presented to Sergt. Mortimer O'Sullivan for proficiency during the past year. H.E. the Officer Administering the Government, Mr. F. H. May, C.M.G., was accompanied by Mrs. May, Mr. R. A. B. Ponsonby, Private Secretary to H.E., Captain Hodgson, A.D.C., and a party from Government House. His Excellency inspected the men, in company with Mr. F. J. Badeley, Captain Superintendent of Police; Mr. Ponsonby, Captain Hodgson, and Mr. P. J. Wodehouse. Subsequently Sergeant O'Sullivan was called forward, and H. E. addressed a few congratulatory words to him on the proficiency he had shown. He said it gave him the more pleasure to note that he was the successful candidate for the year as he was a countryman of his own, and had proved himself a credit to the force, and a worthy member of the community. He had, H.E. added, much pleasure in handing Sergeant O'Sullivan a handsome gold watch. His Excellency then referred to the excellent work done generally, and especially in the late Fire Brigade contest. He called upon the successful competitors and presented them each with a handsome gold watch-charm, while he congratulated Sergeant R. Macdonald on the work of the Chinese members of the Brigade, for which he was mainly responsible. H.E. stated that the Kowloon Godown Company, in recognition of the work done by the Brigade at the last fires, had offered a beautiful shield to be competed for at the annual contests of the Fire Brigade. He congratulated Sergeant John Grant for the proficiency shown by his section, which had placed it at the head at this year's contest.

Considerable feeling has been excited in Peking by the summary arrest of Wang Shao, says the *P. & T. Times*, and grave fears are felt lest his imprisonment should end in another tragic death like that of Mr. Shen, last year. Na Tung in arresting him has apparently aimed at gaining favour with the Court, and the incident is generally regarded as an anti-foreign demonstration. Mr. Wang Shao was disgraced as an official in 1898 for being a friend of Kang Yu-wei, and after the *coup d'état* left Peking. Some time ago he returned, however, and has since been a teacher in the Methodist Mission School, Peking, and also in a School for Romanising Chinese. We understand the missionaries have taken the case up, and we hope they have.

HARBOUR MASTER'S REPORT FOR 1903.

The report of Mr. Basil Taylor, Acting Harbour Master, for the year 1903 is published in the *Gazette*. We make the following extracts:—

SHIPPING.

The total tonnage entering and clearing during the year 1903 amounted to 24,039,862 tons, being an increase, compared with 1902, of 2,511,082 tons, and the same number in excess of any previous year. There were 53,991 arrivals of 12,027,092 tons, and 54,009 departures of 12,012,770 tons. Of British ocean-going tonnage, 3,396,314 tons entered, and 3,382,121 tons cleared. Of British river steamers 2,237,249 tons entered, and 2,234,613 tons cleared. Of foreign ocean-going tonnage, 3,667,871 tons entered, and 3,665,880 tons cleared. Of foreign river steamers, 217,619 tons entered, and 216,744 tons cleared. Of steam launches trading to ports outside the Colony 93,239 tons entered, and 93,239 tons cleared. Of junks in foreign trade, 1,347,001 tons entered, and 1,351,458 tons cleared. Of junks in local trade, 1,067,799 tons entered, and 1,008,715 tons cleared. Thus—

	per cent.
British ocean-going tonnage represented	28.20
river	18.60
Foreign ocean-going	30.51
river	1.81
Steam launches in foreign trade	0.77
Junks	11.22
" local trade "	8.89

100.00

7,215 steamers, 36 sailing vessels, 1,765 steam launches, and 15,803 junks in foreign trade, entered during the year, giving a daily average of 63, as against 71.2 in 1902. For European constructed vessels the daily average would be 19.9 as against 17.1 in 1902.

For vessels under the British flag, there is an increase of 1,347 ships of 1,678,500 tons, an increase of 427 ships of 762,845 tons to ocean-going, and an increase of 920 ships of 915,664 tons to river trade.

The above increase in ocean-going is principally due to the fact of some new lines having been established—the China Commercial Steamship Company, the British India steamers now visiting the port, the addition of some new steamers to local firms, and lastly to an increase of coal imported from Australia in steamers new to the port.

The increase in river trade is almost wholly due to the new steamers *Kinshan* and *Wing Chai* being in the river trade during the greater part of 1903, and to an increased number of sailings by the Hongkong, Canton and Macao Steam Boat Company, Limited.

Under foreign flags, there is an increase of 681 ships of 1,063,904 tons, of which 328 ships of 821,216 tons are ocean-going; the remainder, 353 ships, measuring 242,688 tons, are river steamers.

The increase in ocean-going is made up principally by an increased number of steamers calling at the port in 1903 under the U. S. flag and to the increased tonnage of some of the Pacific Mail steamers, and to an increase under Chinese, Japanese, and French flags.

The increase in river trade is made up by two French steamers *Sen Cheung*, and *Kong Nam*, the former being a new steamer and the latter was transferred from the British flag in July, 1903, also to the Chinese steamers *Chan Wai* and *Chan On*, whose running commenced in the first quarter of 1903.

The actual number of ships of European construction (exclusive of river steamers and steam launches) entering the port during 1903, was 741, of which 344 were British, and 397 foreign. These 741 ships entered 4,419 times, giving a total tonnage entered of 7,064,185 tons. Thus, compared with 1902, 23 more ships entered 372 more times, and gave a total tonnage increased by 779,927 tons.

The 344 British vessels carried 2,670 British officers and 24 foreign officers as follows:—British 2,679, Norwegian 3, Dutch 1, German 2, United States 18, Total 2,703. Thus the proportion of foreign officers in British ships was 0.89 per cent. comprising four nationalities, an increase of 0.11 per cent. with a decrease of ships.

The 397 foreign ships carried 2,882 officers, of whom 267 were British, borne as follows:—In Japanese ships, 139; Chinese, 97; United States, 16; French, 7; Dutch, 4; Belgian, 4. Total, 267. The proportion of British officers in foreign ships was therefore 9.3 per cent. distributed among six nationalities; a decrease of 1.4 per cent. with an increase of ships.

Of the crews of British vessels 16.6 per cent. were British, 0.5 per cent. other Europeans, 82.9 per cent. Asiatics. Of the crews of foreign vessels, 12 per cent. were British, 22.3 per cent. other Europeans, 76.5 per cent. Asiatics. This shows a slight increase of Asiatics in British and foreign vessels, with a slight falling-off in the proportion of Europeans.

TRADE.

The returns under this heading are gathered from the masters of vessels, and, in some cases, from the agents concerned, and must be looked upon as but approximate and, it may be, misleading. It is much to be regretted that masters and agents do not render more accurate returns.

The principal features to be remarked in the reported trade of the port for 1903 are:—

Imports.—Increases in coal of 14.0 per cent., cotton of 80.8 per cent., flour of 11.6 per cent., case petroleum of 37.3 per cent., general of 77 per cent. Decreases in bulk petroleum of 25.4 per cent., liquid fuel of 84.1 per cent., rice of 27.1 per cent., sugar of 14.3 per cent., timber of 14.1 per cent. The net increase under this head amounts to 21,847 tons.

Exports.—There is an increase reported of 24,252 tons.

Transit cargo.—There is an increase reported of 502,553 tons.

The total reported import trade of the port for 1903 amounted to 24,819 vessels of 10,959,293 tons, carrying 7,392,320 tons of cargo, of which 4,517,370 tons were discharged at Hongkong. This does not include the number, tonnage, or cargo of junks, or steam launches employed in local trade.

Similarly, the export trade from the port was represented by 24,966 vessels of 10,944,055 tons, carrying 3,034,689 tons cargo, and shipping 675,891 tons of bunker coal.

During the year 1903, 14,489 vessels of European construction, of 19,018,411 tons (net register), reported having carried 9,768,405 tons of cargo, as follows:—

Import cargo,	3,985,310
Export	2,245,119
Transit	2,874,950
Bunker coal shipped	663,026
	9,768,405

The total number of tons carried was, therefore, 51.3 per cent. of the total net register tonnage (or 65.4 per cent., exclusive of river steamers).

REVENUE.

The total revenue collected by the Harbour department during the year was \$285,288.42, being an increase of \$18,522.43 on the previous year:—

Light Dues	\$74,960.00
Licences and Internal Revenue	55,475.50
Fees of Court and Office	154,852.92

Total

\$285,288.42

STEAM LAUNCHES.

On the 31st December, there were 242 steam launches employed in the harbour; of these, 98 were licensed for the conveyance of passengers, 121 were privately owned, 17 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of the Military authorities.

EMIGRATION.

33,384 emigrants left Hongkong for various places during the year; of these, 55,681 were carried by British ships and 27,703 by foreign ships; 140,551 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 107,166 were brought in British ships and 33,385 by foreign ships.

SUNDAY CARGO-WORKING.

During the year, 336 permits were issued under the provisions of the Ordinance. Of these, 105 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 22 per-

mits were issued, free of charge, to mail steamers; the privilege ceased on the 22nd July, 1903. The revenue collected under this heading was \$34,800.

SEAMEN.

19,860 seamen were shipped and 23,265 discharged at the Mercantile Marine Office and on board ships during the year. 158 "distressed seamen" were received during the year. Of these 55 were sent to the United Kingdom, 3 to Sydney, 1 to Calcutta, 2 to Singapore, 2 to Moji, 3 obtained employment on shore, 3 at Canton, 1 went as passenger to San Francisco, 1 to the United Kingdom, 2 to Singapore, 2 joined the Chinese Customs, 1 Japanese Wrestler's Company, 1 taken charge of by the German Consul, 1 departed to Canton, 1 died at the Government Civil Hospital, 1 at Sailors' Home, 3 remained at the Sailors' Home, and 74 obtained employment. \$2,601.00 were expended by the Harbour Master on behalf of the Board of Trade in the relief of these distressed seamen.

GENERAL.

Captain Rumsey having left the Colony for good, it devolves upon me to father this report, which deals with a period during three quarters of which he was in charge of the harbour. I may, perhaps, be permitted to express my own personal regret at, and my sense of the loss the Colony has incurred through his departure.

The building of the much-needed new Harbour Office has now been commenced, and it is to be hoped that the work will be pushed on as quickly as possible, as the work of the department is seriously hampered by the restricted view of the Harbour from the office. But it is scarcely probable that the new office can be opened much before another two years have passed.

During the year arrangements have been made to light Cap-shui-mun, and this light will, I trust, be established before this report appears in print. There would seem to be little prospect, however, of immediate improvement in the lighting of the eastern and western approaches to the Harbour, by the shifting of Cape D'Aguilar Light to Green Island, and the Green Island Light to Cape Collinson, as approved in 1900, owing to the greater necessity for other Public Works, which are absorbing all the available funds. It is to be hoped that it will be possible to carry out these greatly needed improvements before long. Green Island light being so inefficient in its present position, and Cape D'Aguilar light having been lying idle for over seven years now. This latter light cost the Government £2,914 about thirty years ago, and is in as good condition now as it was when it was first lit in 1874.

The size of vessels trading to and from the Colony continues to increase, as well as their numbers, and the problem as to where to put them is becoming very serious. The deep water area of the harbour is small, and, owing to constant reclamations and silting up of certain parts of the Harbour, this area is continually contracting. Something will have to be done in the near future to provide accommodation for the shipping, and the question is "What"?

It is probable that the shipping of the port will continue to increase, both in numbers and size, so that any measures that may be decided upon will have to take the future into account, and not only the immediate future, either. Dredging is extremely slow and expensive work, and any scheme which bases its entire hopes on this alone, is, in my opinion, doomed to failure, not only on account of the slowness of the work, but because of the probable uselessness of it, for it is reasonable to believe that, as those parts of the Harbour which stand in need of dredging have been, and are still being, silted up, so they will continue to be in the future, and unless a prohibitive (as to cost) number of dredgers be employed, and be kept employed, very little, if any, impression will be made on the depth of the water. And the work will be endless, as it will have to be kept going indefinitely.

So far as I am aware, no other plan (than that of dredging) for providing deep water accommodation, has hitherto been suggested, except that contained in a scheme of Harbour Improvement formulated and submitted to Government by me in January, 1902, which provided *inter alia*, for the deepening, by natural means, of the water west of the Kowloon Peninsula and inside Sulphur Channel. This scheme I am not now permitted to publish.

It would cost a considerable sum of money which, however, once spent, would be spent once and for all, and would give us many things besides an increased deep water anchorage, including the vexed question of communications, dealt with by Captain Rumsey in his report for 1901.

HONGKONG POST OFFICE IN 1903.

The report of Mr. S. B. C. Ross, Acting Postmaster-General, on the Post Office in 1903 is published in the *Gazette*. We make the following extracts:—

Registered articles and insured letters, dealt with during the year.—The insured letters show an increase of 177 per cent. on the figures of the previous year. It is probable that there has also been an increase in the number of registered articles, but comparison is difficult, owing to the fact that for 1903 the figures represent the actual number of covers which passed through the office, while those for 1902 were an approximation. All the figures except parcel boxes despatched show an increase, while the packets and bags which have passed through in transit have increased by 10,000. There is also an increase in the number of steamers carrying mails which have arrived and departed, the figures being 16,684 for the year under review as against 15,858 in 1902.

Postage stamps.—The total amount from monthly sales was \$351,306.64, an increase of \$86,885.81 on the sales of the previous year.

Sales of stamps at the British agencies.—The amount was \$81,406.50, showing a decrease of \$8,839.52 on the takings of the previous year. The Shanghai and Canton offices are responsible for \$7,276.97 of this decrease. In the former case the opening of the Siberian route to mails sent by foreign offices before the British office was able to send mails doubtless took away business from the Shanghai agency. The decrease in Canton is due probably to the improved methods in the Imperial Chinese office. There is little doubt that this will occur in other agencies, and that as the Chinese postal service comes into line with other countries in the Union, the receipts from the British Agencies will diminish.

Parcel Post.—A direct comparison of figures with those of the previous year is impossible as the figures for 1903 are actual. The space provided in the parcel branch is inadequate. Structural alterations have been made in the registration and parcel branch, and there is now sufficient space for carrying on the ordinary routine work of the office, but the rooms are too small for dealing in a satisfactory manner with the mails which arrive by the contract packets.

Revenue and Expenditure.—The revenue received from all sources was \$414,867.20 as compared with \$387,066.19 in 1902. The expenditure was \$334,177.40 as against \$16,240.12 during the previous year. The profit made by the Post Office on the year's transaction was \$80,689.80.

The money order business done during the year 1903 was \$790,642.10.

Imperial notes sold during the year amounted to £6,667 5s., an increase of £640 18s. 4d. as compared with the notes sold in 1902. Local postal notes to the value of \$12,926.25 were sold, which is an increase of \$2,492.18 on the amount sold during the previous year.

General.—The Siberian route was first used for the transmission of closed mails from the British offices in China and Hongkong in November. The postal rates are the same as those charged *via* Suez. Conventions relating to the direct exchange of parcels were arranged with the United States of America and Batavia.

The French hospital at Canton—Hôpital Doumer—will in all probability be completed in July. This magnificent establishment, as a French contemporary describes it, will comprise, besides the dispensary, a "Lebandy pavilion," in which there will be an operating chamber and a laboratory for bacteriological investigation and two large wards which will each contain thirty beds. The Viceroy, it is stated, is greatly interested himself in the hospital, and has appointed twelve students to assist the doctor in charge and to be instructed by him in the principles of medicine and surgery.

BACTERIOLOGICAL REPORT FOR 1903.

The report of Dr. William Hunter, the Government Bacteriologist, for 1903, is published in the *Gazette*. We make the following extracts:—

During the past year, extensive alterations have been carried out at the Government Public Mortuary. New mortuaries have been built with offices and servants' quarters attached. The whole compound has been constructed on the most modern lines, providing excellent accommodation for pathological work of any description. During the past year, the greater part of the work has been carried out at the Mortuary owing to the want of a Bacteriological Laboratory. It is hoped that this will soon be finished and that the accommodation and equipment there will be such as to allow of the most varied bacteriological research. The apparatus for the equipment of such a laboratory is at present stored at the Public Mortuary, so that with the erection of the building there need be no delay in starting research work. Such bacteriological work requiring to be done during the past year has been done at the Mortuary. The temporary laboratory in the Kennedy Town Infectious Diseases Hospital was found to be inconvenient, and during the epidemic of plague would have interfered with the carrying out of the then somewhat arduous duties of the officers in charge of that institution.

Throughout the year the Sanitary Department have rendered most valuable assistance in regard to the cleansing of the Public Mortuary. During the year, 2,326 human bodies were examined at the Public Mortuary. These figures represent a rather smaller number than during 1902. This is accounted for by the establishment of a Mortuary in Kowloon and the absence of an epidemic of cholera which swelled the figures during 1902.

During the past year a considerable amount of attention has been directed to pathological research, combined with bacteriological tests where necessary.

Plague has been dealt with as shortly as possible, as it is proposed to deal with the subject in a special Report, containing a *resumé* of research and experimental work done during 1903.

101,056 rats have been examined bacteriologically. Of these, 3,744 were found to be infected with plague. A large number of other animals have been examined for plague with positive results in many instances.

The question of the confusion of fowl cholera with plague in the absence of a detailed examination arose. It is proposed to go more fully into the matter.

The preparation of small-pox vaccine has been successfully prosecuted. 7,074 tubes were prepared during the year, an increase over 1902 of 3,422. A great increase in the sale of lymph was noted during the year. Compared with 1902 there was an increase of 1,841 tubes, and a similar increase of \$584 paid into the Bank. So far as I know the lymph has given satisfactory results and has been in demand not only in Hongkong but also in ports along the coast.

A cattle disease was investigated during the year. A preliminary Report was published by Mr. Gibson and myself, showing the disease to be a form of *Septicæmia Hemorrhagica* and to have no connection with what is known as true rinderpest.

NEW TERRITORY NOTES.

[FROM A CORRESPONDENT.]

9th May.

CROPS.

The agricultural population have been busy during the past few weeks sowing their rice-fields. There has been sufficient rain-fall to flood the paddy-patches, and in many parts the young crops have already attained a fair height. Prospect for the coming harvest are considered good. Sugar-cane is making a fine show. Pea-nuts tops are making an appearance above ground, and on the whole the New Territory presents a verdant aspect at the present moment.

COTTON-GROWING.

Mr. Dunn's suggestions about the adaptability of the soil of the New Territory for cotton-growing evokes no particular interest among the Chinese farmers, even when explained to them fully in their own language. In the opinion of Europeans here who have made a study of the agricultural capabilities of the country, the soil is too clayey for the purpose of cultivating the cotton-plant. Suppose it were suitable, there is always the drawback of the disinclination of the Chinese country people to adopt new methods in their present employments or new departures altogether, the latter certainly being more obnoxious than the former in their eyes. Any attempt to introduce cotton-growing into the Territory will, according to local opinion, meet with about as little success as that which attended the recent introduction of a superior class of Malaysian sugar-cane into the country. As will be remembered, the farmers looked upon the experiment with what might be termed good-humoured contempt and made no effort to profit by the well-meaning endeavours of the British Government to improve the quality of their crops. If the cotton-growing experiment meet with any better fate it will be cause for wonderment.

INDUSTRIES.

The compilation of the report dealing with New Territory industries has not yet been completed. A feature of it when it does appear should be the number of unsuspected industries that are practised in that region. I have already enumerated quite a lot. One that has not been mentioned, however, is the pea-nut oil crushing industry. The pea-nuts are ground into powder and undergo a process of pressure which causes the oil to exude into a pan below, much in the same fashion as is employed in crushing liquid sugar out of sugar-cane. Then it is purified and exported. There are several such mills scattered over the country, notably one at Santin.

THE VEGETABLE FARM.

There is little doing at the plantation of the New Territory Cultivation Co. near Santin, and it is more than probable that the farm will be abandoned so far as the growing of vegetables for the Hongkong market is concerned. This venture certainly deserved better of the European community of the Colony than it got. The methods of Chinese market gardeners are only too well known; and the endeavour of the promoters of the Santin farm was to supply Hongkong with vegetables grown under conditions which would not be obnoxious and repellent to European ideas. If the farm is abandoned there will be cause for regret.

SAMCHUN.

In the neighbourhood of Samchun City the lichee orchards are heavy with fruit, and large consignments are despatched every day to Hongkong and other markets. The crop is remarkably good this year.

CUSTOMS CHANGES.

Mr. C. S. Rice, third class Tidewater at Taishan, has been transferred to Yimtin, and Mr. J. Chalmers, third class Tidewater at Yimtin, has been transferred to Taishan.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 5th May.

MURDERER EXECUTED.

Yesterday the execution of the murderer Cheung took place. This case has been thoroughly thrashed out by the officials here, and it seems pretty certain that the person executed yesterday was indeed the murderer. The case is, however, well known in Hongkong, and it is unnecessary to refer further to it.

THE SIKH WATCHMAN'S CASE.

Abdul Mali, accused of the murder of his fellow-watchman at Sainam some six weeks ago, was yesterday brought up to Canton, and lodged in the British Consular Gaol. His trial will come on shortly.

CANDIDATES FOR FOREIGN TRAINING.

Last week an examination was held here which should interest all who wish well to China. The Viceregal Government has decided to send forty young students abroad, twenty to Japan and twenty to other countries, and five hundred candidates presented themselves for the

examination, which was held at the I Yu Shu Yun. The fact that so many attended shows that great interest is felt in this movement by the Cantonese. Among the successful candidates was Tso Yuk, whom I mentioned some time ago as the brilliant youth who took his B.A. degree at the age of 13. For such ability success in the China of the near future seems assured. I have had conversations with several of these young men, and find that there is great eagerness for reform along moderate and, I may say, constitutional lines, and together with this there seems to exist a very real patriotism. The feeling for Japan is of course very strong, and the Japanese victories are hailed with delight here, the cause being recognised as common with that of China.

[FROM ANOTHER CORRESPONDENT.]

Canton, 7th May.

TELEPHONE IN FAVOUR.

The introduction of the telephone, following closely the advent of the railway here, is proof that Canton does not intend to lag behind her northern rivals in adopting Western ideas. The Viceroy, the Governor, and all the principal officials are now on the telephone list, together with many of the foreign mercantile firms.

PIRACY DECREASING.

The active measures taken by H.E. the Viceroy for the suppression of river piracy have been eminently successful, only two or three cases having been reported during the last four months. When it is remembered that before this Viceroy's arrival piratical attacks were of almost daily occurrence, great praise is due to H.E. for his prompt and vigorous action.

SUPPRESSION OF LOTTERIES

We hear on very good authority that plans are being matured to put a stop to the "Sui Wai Shing" lotteries, a form of gambling carried on by the poorest class, and which causes a great deal of the poverty, with its attendant evils, existing among the small shopkeeper and coolie class. The abolition will be of inestimable benefit to these people, and is a really enlightened stroke of policy for a Chinese official, considering the opposition likely to ensue in view of the fact that it will entail a diminution of revenue to the extent of some \$1,200,000.

[FROM ANOTHER CORRESPONDENT.]

Canton, 14th May.

THE EX-NAMHOI'S CASE.

Among the people here it is recognised that of all Chinese officials in Canton Pui King-fuk, the late Namhoi magistrate, is the most cunning and the most hated. By the assistance of a certain gambling monopolist, by name Lo, and of the magistrate's secretary, Chik Wa-hin, he was enabled to escape to Macao, and conceal himself in a Portuguese house. At last, seeing that he could not hide any longer, for fear of implicating the family that gave him shelter, he surrendered himself to the Portuguese authorities and is now awaiting extradition. The crimes that he is to be charged with are principally bribery in the cases of the druggist's shop Chan Li Chai, of the "white pigeon" lottery, and of murder by one of the sons of Choi Chan, and embezzlement of Government revenue or taxes upon lands and fields in the different districts under his jurisdiction. The Viceroy having applied for his extradition, some Chinese officials, soldiers, and witnesses have gone by a gunboat to Macao to attend the trial. The people of Canton, taking a keen interest in it, are anxiously awaiting the upshot.

LI SAI-KWAI.

Up to the present no clue as to the hiding of Li Sai-kwai has been found, although a heavy reward has been offered for his apprehension. All his property has been seized. When he escaped it is said that his wife and concubines dressed as Europeans and went with him.

THE KWANGSI REBELLION.

With reference to the Kwangsi rebellion, the Viceroy has sent a telegram to the officials, civil and military, saying that as the rebel chief Wong Ng-fi was killed in battle he has received an Imperial rescript to the effect that

the rebellion must now be completely stamped out by the end of the fourth Chinese moon; that officials, civil and military, will be rewarded; and that should they fail by negligence or otherwise to stop the rebellion by that time they shall be severely punished.

ROBBING THE PIG-MARKET.

In the pig-market, not far from Shameen, there was a big robbery a few nights ago. Over eighty robbers armed themselves with swords and revolvers, landed from several snakeboats, at the back part of the lan or market, and breaking open the shops, entered in separate gangs. Some of the robbers kept guard at the principal entrance, while others drove the inmates into one corner, and with revolvers pointing at them, kept them at bay. The rest having broken open the counters and boxes, and ransacked all the valuables, fired a number of shots before they left. Some people in the neighbouring shops got on the top of the roofs sounding gongs to give the alarm, without effect. About ten thousand dollars' worth of property was lost and the robbers escaped. Next morning the Pun Yü magistrate went with a number of policemen to make enquiry. Rewards have been offered for the apprehension of the offenders.

PAKHOI.

[FROM OUR OWN CORRESPONDENT.]

Pakhoi, 5th May.

SEQUEL OF THE RECEIVING CASE.

In consequence of the rumours that several officials, including the Prefect and Sub-Prefect of Limchow, had received bribes in order to mitigate the punishment on the charge of receiving stolen goods by Cheong Kwok Fong, the principal of the Kwong Cheong Hing shop of this port, in January last, an enquiry has been instituted in Limchow by the Prefect. Cheong Kwok Fong was summoned to Limchow a fortnight ago and was asked how much money he had spent privately to obtain his release. On being pressed to tell the truth, he declared that he had spent over \$1,000 in presents to various petty officials, and amongst the recipients were the late magistrate of Pakhoi, two officials of the Municipality, and the official in whose custody he was while his case was pending decision. The bribed officials were ordered to refund the amount they had received, and it will be devoted to educational purposes together with the \$2,000 of the original fine. After the enquiry, Cheong Kwok Fong was allowed to return to Pakhoi, but fearing still further troubles, he made a hasty departure by a Hongkong steamer, leaving his shop in the hands of his *fokis*.

HEAVY RAIN.

We experienced an unprecedented heavy rains fall on the 28th ultimo. It started shortly before one o'clock in the morning, gradually increasing in strength, and by daylight it poured in torrents, continuing until 9 a.m., when it began to slacken. By this time the streets were almost impassable; the water in some of them was quite two feet deep. Several hovels have collapsed and have been partly washed away, but no lives were reported to have been lost; large quantities of rice, paddy, and other merchandise in stores were soaked and damaged. The foreign community sustained no other damage beyond having their gardens and compounds flooded for a good part of the day, but the east wall of the Custom House, not being strong enough to resist the great mass of water pouring down from the plain on the upper levels, collapsed shortly after daybreak. This plain itself was temporarily converted into a lake on which a barge could easily float. The rain-gauge at the Custom House, I am informed, registered over nineteen inches at 9 a.m. on the 28th. Considering that the rain begun about 1 a.m., the amount of water during the nine hours is marvellously large, even for a tropical country.

A REVENUE CRUISER.

The Customs cruiser *Kaipan*, Commander C. J. Williams, arrived here on the 2nd instant on a cruising visit.

FOOCHOW.

We take the following from the *Foochow Echo* of the 7th inst. :—

On the 3rd inst., by kind permission of the Club Committee, a most successful entertainment was given under the auspices of the "Musical Society."

On the 2nd Their Excellencies Ts'ung-shan, Tartar General of this province, and Li-hsing-jui, Viceroy of Min-che, gave a large banquet to the foreign officials of the port. The guests were received in the spacious drawing-rooms of the Board of Foreign Affairs office at Nantai, and after a few minutes of general conversation were escorted to the large dining-rooms on the upper floor, where an elaborate feast had been prepared. Several speeches were made.

The final in the Club billiard handicap for 200 up was won by Mr. J. W. Odell (+20), the runner-up being Mr. J. R. Putnam (+10).

The competition for the Monthly Cup of the Gun Club ended in a win for Mr. Martzinkovich with a score of 19.

CHEFOO.

PROPOSED INTERNATIONAL SETTLEMENT.

A meeting of the community of Chefoo was called on the 30th April, at the Beach Hotel, to consider the replies of the various Consuls to the community letter sent them relating to the object of endeavouring to secure for Chefoo an International Settlement. The following were present:—Messrs. Tomalin, G. Gipperich, V. G. Lyman, J. R. Greaves, Dr. F. R. Molyneux, R. C. P. Richards, J. D. Smedley, H. S. Smith, H. J. Pless, A. H. Huntley, Mortimer O'Sullivan, J. Stooker, G. Denny, and R. R. McDermid.

The Chairman read the call for the meeting and the minutes of the last meeting.

Four letters, from the Consuls for Great Britain, Japan, Belgium, and France respectively, being replies to a communication on the subject before the meeting, were read by the Chairman, who stated that no reply had been received from the German Consul, and that the Consuls for the United States, Russia, and the Netherlands had replied at a previous meeting.

After some discussion as to the fact of, and reasons for, the failure to elicit replies from the Consuls for Germany and Austria, Mr. Greaves offered the following motion:—

"That a petition be sent to the Ministers at Peking by the community through a special committee of not more than three to be appointed at this meeting, with copies of the replies received from the Consuls, and setting forth the reasons why the Settlement is now a pressing necessity, and indicating the difficulties which are apparently placed in the way by certain members of the Consular Body."

Carried unanimously.

Doctor Molyneux moved that the committee provided for in Mr. Greaves's motion be empowered to select two additional members.

Carried *nem. con.*

The meeting balloted for members of the committee, with result as follows:—

Elected to the Committee: Messrs. J. R. Greaves, V. G. Lyman, and Eichwede.

The meeting then adjourned *sine die*.—N.-C. D.N.

RUSSO-JAPANESE WAR FUND.

(1) Providing additional comforts in Hospital treating all sick and wounded from the War.

(2) In aid of the families of Japanese killed in the War.

Mr. J. R. M. Smith, the Hon. Treasurer begs to acknowledge with thanks the following subscriptions—for either (or both) of the above objects, as indicated on the subscription lists.

Already acknowledged	\$25,844.25
H.E. Mr. F. H. May, C.M.G.	100
R. Ponsonby	25
Boys, Queen's College	197.50
English Staff, Queen's College	110
Chinese Staff, Queen's College	37.50
Hongkong Daily Press	100

\$26,404.25

SUPREME COURT.

Tuesday, 10th May.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE).

CLAIM AGAINST A CHINESE POST OFFICE.

Ho Tsun, trader, 76, Bonham Strand West, sued the Pan Lung Kee, Chinese Post Office, 190, Queen's Road Central, for \$61.50 in respect of detention of goods. Mr. O. D. Thompson, solicitor, appeared for the plaintiff, and Mr. J. Hays, of Messrs. Johnson, Stokes, and Master, solicitors, for the defendants.

Mr. Thompson in opening the case stated that plaintiff claimed the return of certain clothing which was entrusted to the defendant to forward and deliver to a certain Wing Yee Lun shop at Canton, and which defendants failed to deliver, or in the alternative the sum of \$61.50, being the value of the clothing. In November, he said, plaintiff was desirous of sending some clothing to his brother in or near Canton, and entrusted the parcel to the defendants with instructions to send it to a firm in Canton by the name of Kwong Sang. Defendants chopped plaintiff's book, acknowledging receipt of the goods and undertaking to deliver them to the above-named firm. Not having heard from his brother, plaintiff made enquiries, and was told by the defendants that the Kwong Sang firm had refused to accept the goods, and he requested them to send the goods to another firm, the Wing Yee Lun, the former order having been cancelled and the plaintiff's book chopped to that effect. The parcel never was delivered to the Wing Yee Lun firm, and had not been received by plaintiff's brother.

After hearing evidence,

His Lordship found that the defendants had failed to prove the delivery of the goods to the party to whom they had undertaken their delivery, and he gave judgment accordingly for the plaintiff with costs.

Wednesday, 11th May.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE).

A COMPRADORE'S CLAIM.

Yau Wo Tong Sing, compradore, 75 Queen's Road East, sued A. Hanart, 43, Des Vœux Central, for \$137.59, being money due for provisions sold and delivered. Mr. P. W. Goldring solicitor, of Mr. J. Hastings's office, appeared for the plaintiff, and Mr. F. Paget Hett, solicitor, of Mr. G. K. Hall Brutton's office, for the defendant.

Mr. Goldring in his opening address stated that defendant was manager of a cigar factory near the Kerosene works. Plaintiffs were compradores. In March last a Mr. Gabina called at the plaintiffs' shop and ordered provisions for the use of the factory people. The plaintiffs were doubtful regarding Gabina's standing in the factory, and one of the firm went down to see Mr. Hanart, who said he wanted the provisions supplied. Plaintiffs thereafter delivered provisions every morning to Gabina, who called for them, as per pass-book. At the end of the month they asked Hanart for payment, and he said he had paid Gabina every week. Gabina had disappeared. The question was, whether Hanart was responsible for the debt.

His Lordship, after hearing evidence, found that defendant was not the principal in the contract, and gave judgment in his favour with costs.

Thursday, 12th May.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

ADJUDICATION.

In re Li Tsau Lap *ex parte* the Sam Choy Brick, Tile and Timber Co., Mr. J. Hays, of

Messrs. Johnson, Stokes and Master, solicitors, appeared in support of an application for adjudication.

His Lordship granted the petition.

THE LE MUNYON BANKRUPTCY.

Mr. C. E. Beavis, of Messrs. Wilkinson and Grist, solicitors, made an application for the payment of costs amounting to \$506 out of the Le Munyon estate on behalf of the New York Export and Import Co.

His Lordship granted the petition, being satisfied that the property of the debtor had been preserved for the benefit of the creditors by means of legal proceedings brought by the creditor against the debtor without notice of any available act of bankruptcy committed by the debtor; he ordered payment of the costs out of the estate in the same priority of payment as was provided in respect of taxed costs.

A BIG DEFICIT.

Yau Luk Lam, who at a previous sitting of the Court was committed to prison for contempt in respect of having failed to lodge a statement of his affairs, came up for public examination. Mr. H. W. Looker, of Messrs. Deacon, Looker, & Deacon, solicitors, appeared for the debtor; Mr. O. D. Thomson, solicitor, for a creditor to the extent of \$7810; Mr. F. X. d'Almada e Castro, solicitor, for a creditor representing \$1099; and Mr. P. W. Goldring, solicitor, for other two creditors representing \$1139, part of which was secured; this debt, he said, was not proved.

Mr. Looker on behalf of the debtor argued that Mr. Goldring had no *locus standi* unless the debts were proved.

His Lordship—All we can do, Mr. Looker, is to see you, but we cannot hear you.

Mr. Looker contended that he had a right on behalf of the debtor to address the Court in the protection of his interests.

Mr. Goldring stated that he had just been instructed to appear for another creditor representing \$300, which had been proved.

The Official Receiver (Mr. Bruce Shepherd) said that the debts of the estate amounted to \$95,659. The assets were out of the Colony, but he believed that about \$9,000 could be recovered. Debtor was a Californian merchant.

Examined by the Official Receiver the debtor stated that he was the sole proprietor of the On Hing firm, Californian merchants. The business was started 30 odd years ago. He had been in the business about four years. Thirty years ago it was his father's business; his father died over 20 years ago. He was not sole proprietor. There were three other partners. On his father's death the property was divided up. Debtor got \$7,000 cash and the business, which was worth \$14,000. He was interested in other business. He lost \$8,000 through the failure of a business in Honolulu. He also lost money in connection with the Opium Farm at Macao, this loss was due to the high taxes, smuggling of opium and small sales. The smuggled opium came from a place called Wansai, on the opposite side of the harbour, and from other places in Chinese territory. His losses amounted to \$200 or \$300 a day sometimes. His tender for the farm was \$170,000 a year. He put \$24,000 into this business. When it failed he got three-fifths out of it—\$15,000; with this money, he paid debts all round for goods and other things. He did not buy a girl in Hongkong with the money. He went into another business called the Yik On Steamship Company. Into it he put \$15,000 and got back about \$11,000. He sold his share because he had not enough money to carry it on. His assets in addition to the On Hing shop were simply book debts, due from Honolulu, Australia, and Kwangchauwan. These amounted to \$48,000; \$31,000 were bad debts. His good debts amounted to \$9,000; the rest were doubtful. He borrowed money to the amount of \$28,500, which was all spent in buying goods for export. He also received \$45,000 on deposit which he spent in buying goods. If all his assets were good, he would have about \$50,000, leaving an absolute loss of \$46,000. He lost that in sharks' fins, fish-maws and companies. He also lost money on exchange. He sent sharks' fins to Canton; some were sold at a loss, some went bad. There was less demand for them, as the flowerboats had been driven away from the place.

The examination was afterwards closed.

REVIEWS.

Japan: Aspects and Destinies. By W. PETRIE WATSON. London: Grant Richards.

Of books about Japan there is no end. Japan is not a country to which one can recommend persons suffering from *caco thes scribendi* to exile themselves with prospect of a cure, for conditions in Japan offer an overpowering temptation to the visitor to "write a book." The catalogue of books on Japan affords abundant confirmation of this fact, for there are many authors in the list whose acquaintance with Japan might have been made on a Cook's tourist ticket. Mr. Watson's book can hardly be classed as one of these, though it contains nothing of fact in its pages which can be regarded as essentially new to those who are already familiar with the island empire. The author's qualifications are those of a journalist who has followed his vocation in the country for the space of three or four years, and the use he made of his powers of observation and trained inquisitiveness has resulted in a volume which gives the reader in a compendious form a clearer conception of the life of the nation in its various aspects than any one-volume work we are acquainted with. No country in the world is better worth writing about than the Japan of to-day, where we see the old order in collision with the new; and when it is done intelligently and the picture is faithfully depicted it is one of engrossing interest to everybody who is more or less a student of social, economic, or political progress, and herein lies the merit of Mr. Watson's book. Events, the author pleads, are chiefly guilty or this book being issued at a moment when the Far East has become the world's moving anxiety, but since it has hit the "psychological moment" in its full career, it may prove a stroke of good fortune alike for the author and his publisher. This is not, however, to say that the book contains much that directly bears upon the Titanic struggle now proceeding, except in its political chapters. The chief merit of the book, as we have said, consists in its interesting descriptions of the social, industrial and political conditions, which we may describe as word-pictures in an unusual setting. That is to say, the author has made his study from a rather novel view-point, and has given the result in a style which is at once lucid and picturesque, though at times it suffers from the defect of prolixity. The volume is "light reading" in spite of the somewhat ponderous title given to it, and the leisure hour may be very pleasantly and profitably beguiled by its pages. Each chapter—there are thirty-seven of them—deals with a different subject, and the "aspects" are not only interestingly but on the whole very accurately described. That in itself is high praise for a book written about Japan. Two maps and several illustrations are incorporated in the book, which we may add may be obtained from Messrs. Kelly & Walsh.

The Drum-Wave Island: and other verses. By B. N. Hongkong: Kelly & Walsh.

Messrs. Kelly and Walsh send us a book of verses by an author whose identity is barely disguised under the initials "B. N." We recognise in him an occasional contributor to the columns of the *Daily Press* a few years ago, and indeed one poem in the little collection before us appeared thus. That is the Roundel entitled "The Falling Dollar," closing—

Remembrance of the past but swells the gall,
We hated halfpence, now we're
cursed with kicks;

For it may fade (the very words appal)
To One-and-Six!

Most of "B. N.'s" verse is in a light vein, but there are a few more serious pieces. Kulangsu, it may be noted, is the "Drum-Wave Island" which gives its name to the first poem in the book, which was, we believe, one of the fruits of the author's stay at Amoy. "B. N." evidently regards Kulangsu with affection; to it he dedicates also the final rondeau in the volume. This is a very readable collection of verses.

The Upheaval in Far Cathay. By NG HING SHANG. Published at the Shanghai Mercury Office.

This is a novel the purpose of which obviously is to describe the yearning for Reform in

China and to give some idea of the difficulties and perils which beset the path of the genuine Reformer. The story is woven round one Kum Tong, a Reformer of the best type, whom the Chinese authorities are anxious to get hold of, and to that end employ an attractive and intelligent girl who has acquired fame as a poetess, to allure him away from the Foreign Settlement of Shanghai to facilitate his capture. He is so charmed by Sih Jip's conversation that he is easily induced to visit her at Soochow, but as she hears Kum Tong recite the evils of the administration and enunciate his ideas of reform the girl develops a sympathy which ripens into affection, and she aids the Reformer to escape from the trap she had prepared for him. She herself subsequently rests under the suspicion of being a revolutionist, and is vexed by real as well as superstitious fears. In her distress she goes to the famous monastery at Hangchow to consult the abbot, and in the interview it transpires that she is the adopted daughter of the abbot and that Kum Tong is his son. She is told by the priest that, instead of atoning for her sins by becoming a nun, she would only add to them, as if arrested for being a revolutionist, all the nuns in the nunnery would have to share her fate, for having given shelter to her, and as for himself, if he were known to be the father of a son who is in rebellion against the Son of Heaven, both himself and the hundreds of monks inhabiting the monasteries who were his disciples, would have to lose their lives. In the end she resolved to bring back Kum Tong to China (he was at that time in Nagasaki), make a clean breast of her feelings towards him, and then share his fate. When Kum Tong came to see her, Shanghai was placarded with an offer of 10,000 taels reward for his person, alive or dead; and he entered her house at a moment when an angry interview had terminated between herself and the emissary of the Government, whom Kum ultimately shoots in the street, the result being that both Kum Tong and Sih Jin are arrested, tried and sentenced in the Mixed Court for discharging a firearm and causing grievous bodily harm. When at the end of the novel the Reform movement has triumphed Kum Tong and the poetess are of course released "so that their abilities might be available for the good of mankind." The story is interesting though disjointed, but it should be read chiefly for the insight and information it supplies of the Reform movements in China and the means employed to squelch them. A very interesting chapter is that which purports to give an account of a Congress of Chinese Reformers held at Nagasaki. The want of unanimity in objects and methods is clearly exposed, and the reader gathers from it that in the opinion of the majority reformation can only come through revolution. The hero of the story, however, is a Reformer of quite another stamp, and vigorously protests against marching through rapine to the goal of their ambition. What is primarily needed, he argues, is to dispel ignorance, and to abolish dishonesty.

The Russo-Japanese War. Tokyo: Kinkodo Co. No. 1.

This is the first part of a fully illustrated record of the war now proceeding, which an enterprising Tokyo firm intends to publish in monthly parts. If the work keeps up to the standard of its first number, it deserves all success. Published as it is in English and at Tokyo, it is a real achievement for a Japanese firm. The illustrations, mostly from photographs, are first-rate; the coloured plates are interesting; and the maps and plans are most useful. The letter-press seems to have been carefully revised, though of course a few slips are unavoidable, seeing that the record is attempting to keep pace with the actual war. We must congratulate the producers heartily and wish them good sales.

In the course of an interview with a representative of the *Japan Gazette*, Sir Frederick Treves expressed himself as surprised at the excellence of the arrangements, the perfection of the organisation, and the splendid discipline of the hospitals, several of the larger and more important of which he has visited during his tour in Japan.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the monthly meeting held at Happy Valley from the 7th to the 9th May:—

CAPTAIN'S CUP.

Mr. C. M. G. Burnie ...	81	—	1	=	79
Mr. T. S. Forrest ...	78	+	3	=	81
Mr. J. Johnstone ...	86	—	5	=	81
Mr. W. G. Ross ...	95	—	13	=	82
Mr. C. E. H. Beavis ...	83	—	0	=	83
Dr. Atkinson ...	111	—	18	=	93
Capt. Barnes-Lawrence ...	112	—	15	=	97

35 entries.

POOL.

Mr. C. M. G. Burnie ...	80	—	1	=	79
Mr. A. Broome Smith ...	89	—	10	=	79
Mr. E. V. D. Parr ...	89	—	10	=	79
Mr. J. Johnstone ...	86	—	5	=	81
Mr. J. Rodgers ...	93	—	12	=	81
Mr. E. J. Grist ...	84	—	2	=	82
Mr. W. W. G. Ross ...	95	—	13	=	82

29 entries.

HONGKONG.

The storeship *Humber* arrived from Mirs Bay on the 12th inst.

The despatch-boat *Alacrity*, flying the Vice-Admiral's flag, again left port on the 9th inst.

The monitor *Monterey* undocked on the 9th inst.

The Colonial Secretary's Office has sent us a copy of the following telegram from the Secretary to the Government of Burma dated Rangoon, 11th May:—"Hongkong declared infected. Inform shipping firms."

The Colonial Secretary's Office notifies that a telegram has been received from the Colonial Secretary at Singapore to the following effect:—"Hongkong declared to be infected on account of bubonic plague."

In a *Government Gazette Extraordinary* issued last evening it was notified that Mr. W. Cowan, Emigration Agent for the Transvaal Government, is until further notice appointed a Deputy Emigration Officer here. A notification by Mr. Cowan declares the present temporary buildings at Laichikok to be a depot for the reception of intending emigrants for the Transvaal.

The funeral took place on the 9th inst. at Happy Valley of Mr. J. Williamson, chief engineer of the West River s.s. *Nan-ai*, late second engineer of the H.K.C. & M. Steamboat Co.'s s.s. *Fatsan*. A large number of mourners followed the remains to the cemetery. Mr. Williamson was quite a young man, but had been in failing health for some time. The immediate cause of death was phthisis.

Fire broke out at No. 36, Connaught Road, a water-front house situated to the west of the Harbour Office, at about 2.50 a.m. on the 9th inst. The Brigade, under Mr. E. R. Hallifax, Deputy Superintendent of Police, and Mr. H. G. Baker, Chief Inspector of Police, hurried to the scene. The conflagration commenced on the third floor, premises occupied, by the wife, child, and *amah* of a Winglok Street storekeeper, the husband being absent. Flames rapidly spread to the second floor occupied by the Hongkong and West River Steamboat Co. On this floor there were various cases of rockets, blue-lights, etc., which caused repeated explosions bursting through the floor and roof. The ground floor of 36 (the Kwong Sang Wo Hong) contained a quantity of oil, and to guard against this catching fire the Brigade incessantly directed a stream of water there, completely flooding the place. The fire spread to No. 37, a house partially occupied by I Yik Chung, sulphur, saltpetre, and cracker merchant, and partially by the Kwong Hing Loong Medicine Shop. By this time the police had two escapes up against the building, two engines pumping water from the harbour, water from the mains, and water from the float worked by Engineer MacDonald. The Brigade had things much their own way in about two hours, but by this time No. 36, excepting the ground floor, had been completely gutted, and the second and third floors of No. 37 were gutted. The damage in all is estimated at \$13,000 which is covered to the extent of about \$10,000 in various insurances, including the Union, London and Lancashire, Queen's Fire Insurance, the Tung On, and others.

Mr. Armin Haupt has been recognised as Consul for Denmark in Hongkong.

The appointment of Mr. P. N. H. Jones as Vice-President of the Sanitary Board is notified in the *Gazette*.

The visitors to the City Hall Library and Museum last week were 210 non-Chinese and 60 Chinese to the former, and 72 non-Chinese and 1,071 Chinese to the latter institution.

For the first four months of this year the total rainfall was 5.98 inches. In the corresponding period last year the total was 8.86 inches.

The death return for March shows a total of 420 deaths, 18 in the European and foreign community (14 civilians, 4 Navy) and 402 among the Chinese. Chest affections caused 123 deaths, malaria 21, and small-pox 12. The death-rate in the British and foreign civil community was 16.2 per 1,000 per annum; in the whole Chinese community, land 14.8, boat 14.1, land and boat, 14.7; and for the whole civil population, 14.8.

Last Monday night the Fire Brigade had two false alarms within an hour. The fire-bell rang first of all for a reported outbreak in Messrs. Noronha's printing establishment in Des Vœux Road. This summons was due to the explosion of a kerosene lamp; the services of the Brigade were not required in extinguishing the flames. Next there came a report that fire had broken out in Des Vœux Road, near the Harbour Office. When the Brigade turned out there was no sign of a fire anywhere in the neighbourhood. How the alarm got about could not be discovered.

On the 6th inst. the R.E. Non-commissioned Officers' Mess gave their concluding dance for the season in the R.E. Theatre. It was a very enjoyable affair, about 75 couples being present. Col. Sergt. Fielding and Sergt. Jenkins supplied the music, and the duties of M.C.'s were carried out by Staff-Sergts. Walstow and Taylor. Supper was served during the evening. Sergt. Major George, who has done much in promoting theatrical and musical entertainments in connection with the corps, made his farewell appearance before leaving for home, and got a hearty send-off.

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during April are certified by the managers of the respective Banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 3,477,332	2,200,000
Hongkong and Shanghai Banking Corporation	11,930,105	7,000,000
National Bank of China, Limited	407,605	150,000
Total	\$15,835,072	9,350,000

Among the passengers for England by the C.P.R. Co.'s steamer *Empress of Japan*, which left on the 11th inst. was the Hon. C. W. Dickson, senior partner here of Messrs. Jardine, Matheson, & Co., and Mrs. Dickson. Mr. Dickson, has, during his management of the firm, displayed great sagacity and business ability united with untiring application, and his devotion to business has rendered a change necessary, as his health has suffered considerably from the strain. He is succeeded by Mr. W. Jardine Gresson, who has already been elected to the Chamber of Commerce Committee, and will no doubt also take Mr. Dickson's seat in the Legislative Council. A large number of their friends went to the wharf and to the steamer to wish Mr. and Mrs. Dickson *bon voyage*.

Quite an exodus from the Colony took place on the C.P.P. Co.'s s.s. *Empress of Japan* on the 11th inst. By it, among others, Mr. R. F. Johnston, up to now Acting Assistant Colonial Secretary and Clerk of Councils, left to take up the post of Secretary to the Commissioner of Weihaiwei. Mr. Johnston, in his comparatively brief career here, has proved himself a man of exceptional ability, and has been honoured with the esteem of a Governor and two Acting Governors—no small tribute to his merits. It is to be hoped that he is not lost to the Colony permanently.—There also left, on a year's holiday, Mr. D. E. Brown, local Superintendent of the C. P. Co., who intends to spend some time in Canada. A number of other residents departed by the same boat on short holidays, and Mr. Alleyne Ireland, after a short stay only, went on to Japan by her also.

A *Government Gazette Extraordinary* on Saturday notified that Shanghai has declared Hongkong an infected port.

The appointment is notified in the *Gazette* of Mr. W. J. Gresson as unofficial member of the Executive and Legislative Councils.

The addition of the name of Mr. Charles Forsyth to the register of qualified medical and surgical practitioners in the Colony is notified in the *Gazette*.

The Admiralty have cancelled the orders for the *Wivern* to be sold, and have directed her to be fitted as a workshop for repairing torpedo-boat destroyers on the China Station.

The cruiser *Eclipse* arrived from Weihaiwei at 9 p.m. on the 11th. She left Weihaiwei on the 4th inst., Mirs Bay 11th inst. She experienced fine weather.

It is notified in the *Gazette* that Lieut. K. M. Hodgson, Sherwood Foresters, has been appointed A.D.C. to H.E. the Officer Administering the Government, with the rank of Captain.

Holy Trinity Church, near Kowloon City, has been licensed for the solemnisation of marriages. Holy Trinity is the church of the Chinese branch of the Anglican community in Hongkong.

It is notified in the *Gazette* that Mr. S. B. C. Ross has been appointed to act as Assistant Colonial Secretary and Clerk of Councils. Mr. L. A. M. Johnston resumes his duties as Postmaster-General, while continuing to act as Colonial Treasurer.

The report of the Tungkun Medical Missionary Hospital for the year 1903 is to hand. The new railway which—some day—is to connect this Colony with Canton will pass through territory occupied by the Mission. The hospital is located in Tungkun City, people from Shantsun, Taiping, Santong, Sheklung, and other places being received and treated there. This, like other medical missions, has really something to show for itself.

The Pierrot Company gave a concert at St. Patrick's Hall on the 7th inst. commencing at 8 p.m. There was an exhibition of ventriloquism by Prof. Scully which was excellent, a recitation and a club performance, both of which were very good, and a number of songs all well sung. The audience was a fairly good one and a very enjoyable evening was passed. Corporal E. Morris acted as pianist during the entertainment and executed all the parts well.

The *Quong Nam*, from Iloilo with a cargo of sugar, has a mysterious tale to tell. The vessel left the Philippine port on the 2nd inst., experiencing very rough weather. On the 6th inst., shortly after midnight, the vessel being in about Lat 23.30 N., Lon. 115.50 E., the second officer was on watch. He saw a light, the stern light of a steamer, about a mile ahead. A blinding rain squall struck the ship about that time, the wind simply howling through the rigging. The second officer, in spite of his being sheltered from the fury of the elements behind a canvas "dodger," could not see a yard ahead. After the squall had passed no steamer was to be seen. The officer promptly called the captain and chief, engines were slowed down, and the *Quong Nam* was kept cruising around till daylight—but nothing further was seen of the ship ahead.

A collision occurred in the Southern Fairways off the Harbour Office, at about 3.45 p.m. on the 12th inst. A Chinese waterboat bumped against the bow of the Hongkong, Canton, and Macao s.s. *Hankow*, passing along right under the paddle-box. Luckily the steamer's engines were stopped before contact with the paddle. As it was, the waterboat—a ten-ton craft—broke her gunwale and was otherwise badly damaged. Dock Launch No. 5, with Mr. Blythe on board, steamed to the vicinity to offer what assistance she could. By this time mast, sails, and other things, including ducks and fowl, were in the water. There were some fears that the waterboat would sink, but she kept afloat. She was towed away by the launch and beached. The *Hankow* sustained little or no damage.

Englishmen in Tientsin appear more outwardly patriotic than those in Hongkong. A very successful S. George's Ball, in fancy dress, was given by the Englishmen at the northern port on the 22nd ult.

COMMERCIAL.

SILK.

CANTON, 23rd April, 1904. Filatures.—Last week the market was suddenly awakened by a very large demand, which found stocks much reduced, and some important transactions took place. Business was checked finally by rising Exchange. Owing to bad weather the 1st crop is reported of inferior quality and bad colour. From sales made we quote:—Wing Cheong Sing 11/13 at \$915, Miu Sie Lun 11/13 at \$870, Sai Hing Tai 10/12 at \$830, Yuen Foong Seng 10/12 at \$825, Koon Lun Cheong 11/13 at \$810, Koon King 24/28 at \$705. Short-reels.—There was more enquiry for this kind from America, but at comparatively low rates. The Chinese reelers are not willing to make any concession on 6th crop lots more, especially for Fil. Extra Extra A. Waste Silk.—Stocks are diminishing rapidly, and holders are asking high prices for the few remaining lots of best qualities.

SUGAR.

Hongkong, 13th May.—Some demands having come forward, the prices are advancing.
 Shekloong, No. 1, White.....\$8.40 to \$8.45 pels.
 Do. " 2, White..... 7.55 to 7.60 "
 Do. " 1, Brown..... 5.95 to 6.00 "
 Do. " 2, Brown..... 5.80 to 5.85 "
 Swatow, No. 1, White..... 8.25 to 8.30 "
 Do. " 2, White..... 7.40 to 7.45 "
 Do. " 1, Brown..... 5.80 to 5.85 "
 Do. " 2, Brown..... 5.65 to 5.70 "
 Foochow Sugar Candy12.75 to 12.80 "
 Shekloong "10.90 to 10.95 "

RICE.

Hongkong, 13th May.—Upward tendency continues, holders being firm.

Saigon, Ordinary\$2.70 to \$2.80
 " Round, good quality 2.90 to 2.95
 " Long 4.05 to 4.10
 Siam, Field mill cleaned, No. 2 2.80 to 2.85
 " Garden, " No. 1 3.25 to 3.30
 " White, 4.35 to 4.40
 " Fine Cargo 4.45 to 4.50

Messrs. W. S. Hale & Co., of Saigon, in their Circular dated the 6th inst., state:—A rather violent hurricane has passed over here on the 1st instant, causing considerable damage to property. Ships in port were lucky enough in sustaining no injury nor causing any, though three of them got adrift. Native craft suffered heavily: a good many rice laden lighters laying alongside vessels, or coming down the river, or in course of being loaded at the Mills, foundered. Some of the rice mills in Cholon have suffered heavily, and a couple of them will be unable to resume work for a fortnight or perhaps a month. Most of the smaller towns in the interior have also felt the effects of the storm, and damage done to native craft in the districts is said to be very serious. In consequence of the hurricane shippers find it difficult to get lighters: hence steamers in port awaiting for cargo experience delay. Arrivals of paddy from the interior suffer also from want of lighters. Under these circumstances, we are likely to see prices for rice keep up for some time.

We quote for June to July delivery:—

No. 2 White sifted (trié) steam milled (mixed) per picul
 5 % Cargo steam milled (mixed) ... 2.87
 10 % Cargo steam milled " ... 2.70
 20 % Cargo steam milled " ... 2.65

The following is a statement of this year's exports of white rice, cargo rice, and paddy

DESTINATION.	TOTAL PICULS
Hongkong	1,355,100
Tonkin and Annam	500
Manila	556,300
Polo	148,500
Cebu	192,000
Japan	443,600
Europe	895,400

OPIUM.

13th May.

Quotations are:—Allowance net to 1 catty.

Malwa New	\$1020 to \$1060 per picul.
Malwa Old	\$1080 to \$1120 do.
Malwa Older	\$1140 to \$1180 do.
Malwa V. Old	\$1200 to \$1220 do.
Persian fine quality	\$880 to — do.
Persian extra fine	\$900 to — do.
Patna New	\$1347½ to — per chest.
Patna Old	\$1335 to — do.
Benares New	\$1330 to — do.
Benares Old	\$1320 to — do.

MISCELLANEOUS IMPORTS.

HONGKONG, 22nd April.—The prices ruling are as follows:—

COTTON YARN—

Bombay—Nos. 10 to 20, ...\$ 90.00 to \$128.00
 English—Nos. 16 to 24, ... 114.00 to 120.00
 " 22 to 24, ... 120.00 to 128.00
 " 28 to 32, ... 136.00 to 142.00
 " 38 to 42, ... 155.00 to 170.00

Reported sales 100 bales:

COTTON PIECE GOODS—

Grey Shirtings—6 lbs. 2.30 to 2.40
 7 lbs. 2.50 to 2.80
 8.4 lbs. 3.50 to 4.25
 9 to 10 lbs. 4.30 to 5.50
 White Shirtings—54 to 56 rd. 2.90 to 3.25
 58 to 60 " 3.50 to 4.00
 64 to 66 " 4.25 to 5.75
 Fine 6.00 to 8.50
 Book-folds 5.00 to 8.00
 Victoria Lawns—12 yards ... 0.85 to 1.75
 T-Cloths—Glbs. (32 in.) Ord'y. 2.30 to 2.80
 7lbs. (32 ") " 2.50 to 3.00
 6lbs. (32 ") Mexs. 2.50 to 3.00
 7lbs. (32 ") " 3.10 to 3.30
 8 to 8.4 oz. (36 in.) 3.30 to 4.05
 Drills, English—40 yds., 13½ to 14 lbs. } 4.75 to 7.30

FANCY COTTONS—

Turkey Red Shirtings—1½ to 8 lbs. } 2.00 to 4.50

DAMASKS—

Brocades—Dyed 0.14 to 0.15 per yard
 Chintzes—Assorted 0.11 to 0.35
 Velvets—Black, 22 in. 0.26 to 0.55
 Velvetens—18 in. 0.23 to 0.28 per dozen

HANDKERCHIEFS—

Imitation Silk 0.75 to 1.00 per yard.

WOOLLENS—

Spanish Stripes—Sundry chops 0.75 to 2.50
 German 0.65 to 1.00
 Habit, Med., and Broad Cloths 1.25 to 5.50

Long Ells—Scarlet, 7-10 lbs. 6.90 to 9.50

Assorted 7.05 to 9.65

Camlets—Assorted 13.50 to 36.00

Lastings—30 yds., 31 inches } 13.00 to 21.00

Assorted 13.00 to 21.00

Orleans—Plain, 31 in. 10.00 to —

Blankets—8 to 12 lbs. 4.80 to 9.00

Fine quality 1.25 to 1.85

METALS—

per picul

Iron—Nail Rod 4.30 to —

Square, Flat Round Bar (Eng.) 4.30 to —

Swedish Bar 4.35 to —

Small Round Rod 4.65 to —

Hoop ½ to 1½ in. 6.20 to —

Wire, 16/25 oz. 9.50 to —

Wire Rope, Old 3.00 to —

METALS—

per picul

Lead, L.B. & Co. and Hole Chop 8.30 to —

Australian 8.30 to —

Yellow Metal—Muntz 14/20 oz. 40.00 to —

Vivian's 14/20 oz. 40.00 to —

Elliot's 14/20 oz. 40.00 to —

Composition Nails 61.00 to —

Japan Copper, Slabs 38.50 to —

Tin 83.00 to —

per box.

Tin-Plates 6.90 to —

per cwt. cases

Steel ½ to ¾ 6.90 to —

Quicksilver 155.00 to —

Messrs. Noel, Murray & Co., in their Piece Goods Trade Report, dated Shanghai, 5th May, state:—It is satisfactory to learn that the steamer mentioned last week as leaving for Newchwang reached her destination on the 2nd inst. without any mishap. No very definite news of the reception of her cargo has come to hand as yet, but some inference can be deduced by the fact that there is a strong enquiry for more tonnage, at ten taels per ton—just double the ordinary rate. There is, however, some doubt as to whether such a steamer would be allowed to load an outward freight. During the interval the Russian Authorities at the port have already reimposed the restrictions on the main lines of produce usually exported from there to ports in the Bay of Pechili, and it is feared that the scope of these restrictions may be extended at any moment. The land operations have now commenced, the Japanese army successfully crossing the Yalu and causing the Russians to fall back in the direction of Newchwang with a quite unexpected precipitancy, and which may put a very different complexion on the situation, both from a military as well as a commercial point of view. Under these circumstances it is impossible for the dealers here to take the initiative and buy on speculation, and the river merchants are watching the course of events in the hope that

this market will have to turn for relief to them at their own prices. In the meanwhile the Race holidays are affording a welcome break in the monotony, and can be indulged in more freely owing to an interruption in the regular German Mail service this week, owing to an accident; consequently it is not necessary to do more than present the usual auction particulars and statistics. With regard to the latter it is satisfactory to note that through the exertions of one of the leading importers here of Turkey Reds the Customs Authorities have consented to make their returns for that article in pieces of 25 yards, treating the 50 yard pieces as two pieces and thus obviating the confusion the figures have been getting into the last few years. The Manchester market is reported firm with a moderate business doing. Buyers for China have to buy to keep their regular chops going, otherwise there is very little inducement, as the dealers here decline to operate at present prices. Cotton is steadily declining, the latest quotations from Liverpool being 7.56d. for Mid. American, and 8½d. for Egyptian. The export from Lancashire for last month shows a great falling off, being only 20,000,000 yards of plain cottons to China and Hongkong, and no yarn! From the States' advices point to no abatement in the strength of the market, manufacturers apparently being contented with the home demand. Some figures recently published in a home paper show the extent of the cotton goods export trade, the total for 1903 being 374,074,192 yards against 525,495,309 yards in 1902, 144,677,811 yards of the deficit being accounted for by the falling off in the shipments to China. The yarn market is firm, there being an enquiry at the close for low counts, in anticipation of a steamer being put on for Newchwang.

MISCELLANEOUS EXPORTS.

HANKOW, 27th April.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul.
Cowhides, best selected	Tls. 34.00
Do. seconds	29.50
Buffalo hides, best selected	21.00
Goatskins, untanned (chiefly white colour) ..	58.00
Buffalo Horns (average 3lbs. each)	10.00
White China Grass (Wuchang and/or Poochi)	10.70
White China Grass (Sinshan and/or Chayu)	10.20
Green China Grass (Szechuen)	11.25
Jute	4.90
White Vegetable Tallow (Kinchow) ..	10.75
White Vegetable Tallow (Pingchow and/or Macheng)	10.60
White Vegetable Tallow (Mongyu) ..	11.25
Green Vegetable Tallow (Kiyu)	11.25
Animal Tallow	9.65
Gallnuts (usual shape)	19.00
Do. (Plum) do.	23.00
Black Bristles	118.00
Feathers (Grey and/or White Duck)	20.00
" " Wild Duck	21.75
Turmeric	3.50
Sesamum Seed	4.65
Sesamum Seed Oil	7.90
Vegetable Tallow Seed Oil	7.90
Wood Oil,	8.00
Tea Oil	9.75

Per steamer *Prinz Heinrich*, sailed on 27th April. For Colombo:—25 rolls matting. For Aden:—70 cases cassia. For Naples:—100 cases cassia, 5 boxes staranised oil. For Genoa:—94 bales raw silk, 50 boxes staranised, 1 case china-ware. For Antwerp:—2 cases furniture. For Antwerp, Bremen and Hamburg:—300 bales bamboo scraps. For Antwerp and Hamburg:—150 cases bristles, 20 cases feathers. For Amsterdam:—139 rolls matting, 50 boxes cassia buds, 45 cases preserves, 25 cases china-ware. For Amsterdam and Rotterdam:—100 casks ginger. For Rotterdam:—30 bales canes. For Bremen:—214 rolls matting, 1 case curios. For Bremen and Hamburg:—110 bales feathers. For Hamburg:—492 bales feathers, 209 bales canes, 24 rolls matting, 15 cases human hair, 10 cases china-ware, 10 cases feathers, 9 cases sundries, 3 cases rattan-core, 3 cases curios, 1 case grasscloth, 1 case silk. For Copenhagen:—163 bales feathers, 4 cases silk. For London:—50 rolls matting. For Stockholm:—6 cases cassia.

Per P. & O. steamer *Palawan*, sailed on 28th April. For London:—136 bales feathers, 5 boxes feathers, 335 rolls mats, 415 boxes tea, 14 boxes P. effects, 16 bales hides, 2 cases cigars, 5 cases china curios, 9 cases canned goods, 16 cases sundries. For Amsterdam:—50 rolls matting. For Glasgow:—2 cases P. effects. For Marseilles:—268 rolls mats.

Per steamer *Telemachus*, sailed on 27th April. For London:—194 rolls matting, 421 bales canes, 378 bales feathers, 10 casks ginger, 80 cases bristles, 68 cases shells, 5 cases cigars, 67 bales canes, 100 bales galangal, 20 cases essential oil, 28 cases blackwoodware, 30 cases preserves, 25 cases aniseed, 44 packages sundries, 71 cases fans, 130 bales canes, 52 packages tea. For London and/or Hamburg:—50 cases bristles. For Bremen:—38 bales canes. Dundee:—25 bales mats. Glasgow:—14 cases blackwoodware. Manchester:—450 bales waste silk. London and/or Manchester:—50 bales waste silk. London and/or Glasgow:—250 cases preserves. Trieste:—75 cases star aniseed. Port Said:—25 cases glass hangers.

Per P. & O. steamer *Malta*, sailed on 7th May. For Manchester:—135 bales waste silk. For London and/or Manchester:—300 bales waste silk. For St. Chamond:—25 bales raw silk. For Lyons:—246 bales raw silk. For London:—1431 packages tea. For Foochow:—190 bales waste silk, 2 cases cigars, 2 bales feathers, 4 cases hair, 6 cases silks, 6 cases iron flasks empty, 7 cases bird feathers, 2 cases blackwoodware, 4 cases sundries. For Marseilles:—80 bales raw silk, 2 rolls matting, 1 case feathers.

SHARE REPORTS.

HONGKONG. 13th May, 1904.—Demand continues active for most of our principal stocks, and a good general business has again to be recorded for the week under review.

BANKS.—Hongkong and Shanghai have firmed up, and sales have been effected at \$660 and \$665, the market closing with buyers at the latter rate. London has advanced to £64. 10s. Od. Nationals have sold and continue in request at \$38.

MARINE INSURANCES.—Unions after sales at \$545 are on offer to a small extent at \$550. China Traders have been placed at \$60. North Chinas have sold locally at Tls. 65. Cantons are firm with sales at \$205, and Yangtszes at \$125, the latter with probable buyers.

FIRE INSURANCES.—Chinas are firmer with buyers at \$83. Hongkongs have sold at \$300, and can now be placed at \$305.

SHIPPING.—Hongkong, Canton and Macao are steady with sales at \$28. Indo-Chinas are somewhat easier at \$104 with probable sellers, after sales at \$105, \$105½ and \$104 cash, and \$108½ September, \$109½ and \$109 October. China and Manilas have been booked at \$20. Star Ferries have changed hands at \$32 and \$21½ for the old and new issues respectively. Shell Transports are in the market at 27½ after sales at 26½ and 27½. The latest London quotation to hand for this stock is given at 26½.

REFINERIES.—China Sugars continue firm and sales have been effected at \$143, \$143½ and \$144 for cash and the settlement delivery, the market closing steady at \$145. Luzons continue out of favour with sellers at \$10.

MINING.—Punjoms are weaker with sellers at 40 cents. Raubs are enquired for at \$6.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at \$212. Hongkong and Kowloon Wharves are firmer with sales at \$103 and \$104, and further buyers at \$105. New Amoy Docks are easier with sellers at \$30 ex the dividend of \$1½ per share for 1903, paid on the 5th instant. Farnhams have sold locally at Tls. 147 and can now be placed at Tls. 149, the latest quotation from the North is Tls. 150 sellers at which rate shares are also obtainable locally.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue to advance, and shares can now be placed at \$157. Kowloon Lands are also in request at \$35. West Points have sold and are still enquired for at \$55. Hongkong Hotels are easier with sellers at \$138. Humphreys' Estates have hardened and are now in demand at \$11½ and \$3½ for the old and new issues respectively.

COTTON MILLS.—Quotations are unchanged and there is no business to report in this section.

MISCELLANEOUS.—Green Island Cements have advanced to \$26 buyers with sales at the rate. Watsons are slightly easier with a few shares obtainable at \$44½. Electrics (old) have advanced to \$13½ with sales and further buyers. Gas Co.s have been placed at \$150. Dairy Farms are firmer with buyers at \$14, and United Asbestos (ordinaries) at \$10½. Ices are wanted at \$212½. Powells have sold and are still in request at \$10.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	{ \$665, buyers { L'don, £64. 10s.
Natl. Bank of China		
A. Shares	28	\$38, sales & buyers
B. Shares	28	\$38, sales & buyers
Foun. Shares...	21	\$10.
Insurance—		
Union	\$100	\$550, sellers
China Traders	25	\$60.
North China	25	Tls. 65, sales
Yangtze	\$60	\$125, buyers
Canton	\$50	\$205, sales
Hongkong Fire	\$50	\$305, buyers
China Fire	\$20	\$83, buyers
Steamship Coys.—		
H., Canton and M...	\$15	\$28, sales
Indo-China S. N. ...	210	\$104
China and Manila...	\$50	\$20, sales
Douglas Steamship	\$50	\$36, sellers
Star Ferry	\$10	\$32, seals & buyers
{	\$5	\$21½, buyers
Shell Transport and	21	27½, sellers
Trading Co.		
Do. pref. shares...	210	28. 10s.
Refineries—		
China Sugar	\$100	\$145.
Luzon Sugar	\$100	\$10, sellers
Mining—		
Punjom	\$11	50 cts., sellers
Do. Preference...	\$1	25 cents
Charbonnages	Fca. 250	\$500.
Raubs	18. 10d.	\$6, sellers
Docks, Etc.—		
H. & W. Dock	\$50	\$212, sellers
H. & K. Wharf & G.	\$50	\$105, buyers
New Amoy Dock ...	\$61	\$30, ex div
S. C. F. Boyd & Co...	Tls. 100	Tls. 149, buyers
Land and Building—		
Hongkong Land Inv.	\$100	\$156, buyers
Kowloon Land & B.	\$30	\$35, buyers
West Point Building	\$50	\$54½, buyers
Hongkong Hotel	\$50	\$138, buyers
Humphreys Estate. {	\$10	\$11½, buyers
{	\$2½	\$3½, buyers
S'hai Land Ins. Co., Ld.	Tls. 50	Tls. 108.
Cotton Mills—		
Ewo	Tls. 50	Tls. 33, sellers
International	Tls. 75	Tls. 25.
Laou Kung Mow ...	Tls. 100	Tls. 32½.
Soychee	Tls. 500	Tls. 170.
Hongkong	\$10	\$14½, sellers
Green Island Cement.	\$10	\$26, buyers
China-Borneo Co., Ld.	\$12	\$10, buyers
Watson & Co., A. S...	\$10	\$14½, sellers
Hongkong Electric {	\$5	\$7½, buyers
{	\$5	\$7½, sales
Hongkong & C. Gas...	210	\$150, sales
Hongkong Rope	\$50	{ \$140, sellers
Fenwick & Co., Geo.	\$25	\$48, sellers
Hongkong Ice	\$25	\$212½, buyers
H. H. L. Tramways...	\$100	\$300.
Hk. Steam Water- Boat Co., Ld.	\$10	\$16, ex div
Dairy Farm	\$6	\$14, buyers
Campbell, Moore & Co.	\$10	\$37, sellers
Bell's Asbestos E. A...	12½	\$5, sellers
United Asbestos	\$4	\$10½, buyers
Do.	\$10	\$210, buyers
Tebrau Planting Co...	\$5	\$1, sellers
China Prov. L. & M.	\$10	\$9, sales
Watkins Ld.	\$10	\$7½, buyers
China Light & Power Co., Ld.	\$10	\$5.
Powell, Ld.	\$10	\$10, buyers
Shanghai and Hong- kong Dyeing and Cleaning Co., Ld.	\$50	\$50.
Canton, Hongkong Ice Cigar Companies—	\$10	\$10, nominal
Alhambra Limited.	\$500	\$200.
Phippine Tobacco- Trust Co., Ld.)	\$10	\$9.75, sellers

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co., in their Share Report dated Shanghai 6th May, state:—The Race holidays have interfered considerably with business during the week under review, and we do not look for a resumption of business till the 9th inst. The April Settlement passed off satisfactorily, and we have to report only steady markets at quotations. The T.T. rate on London to-day is 2½. Banks.—H. & S. Banks.—No business reported in this stock. Marine Insurances.—North Chinas have been placed at Tls. 67½, and Unions at \$520 ex 72½. Fire Insurances.—Chinas have been placed at \$82 ex 72½. Shipping.—A number of transactions are reported in Indos at Tls. 69 for cash. No business reported in other

stocks under this heading. Docks and Wharves.—Farnhams have been placed at Tls. 145 and 147 July. The market is steady at these rates with buyers. Shanghai and Hongkong Wharves have been placed at Tls. 152½ for cash. Sugar Companies.—No business reported. Mining.—No business reported. Lands.—No business reported. Industrial.—Shanghai Ice have been placed at Tls. 18, Maatschappij, &c., in Langkats. Cash transactions are reported at Tls. 290 and 292½ and for July at Tls. 302½. Sumatras have been placed at Tls. 61. Stores and Hotels.—No business reported. Miscellaneous.—Shanghai Horse Bazaars have been placed at Tls. 71, and Telephones at Tls. 67. Loans.—No business reported.

EXCHANGE.

MONDAY, 16th May.

ON LONDON.—

Telegraphic Transfer 1/9½
Bank Bills, on demand 1/9½
Bank Bills, at 30 days' sight 1/9½
Bank Bills, at 4 months' sight 1/9½
Credits, at 4 months' sight 1/10
Documentary Bills, 4 months' sight 1/10½

ON PARIS.—

Bank Bills, on demand 226½
Credits 4 months' sight 230½

ON GERMANY.—

On demand 184½

ON NEW YORK.—

Bank Bills, on demand 44
Credits, 60 days' sight 44½

ON BOMBAY.—

Telegraphic Transfer 134½
Bank, on demand 134½

ON CALCUTTA.—

Telegraphic Transfer 134½
Bank, on demand 134½

ON SHANGHAI.—

Bank, at sight 72
Private, 30 days' sight 72½

ON YOKOHAMA.—On demand 88½

ON MANILA.—On demand Nom.

ON SINGAPORE.—On demand Nom.

ON BATAVIA.—On demand 108½

ON HAIPHONG.—On demand 2½ p.m.

ON SAIGON.—On demand 2 p.m.

ON BANGKOK.—On demand 62½

SOVEREIGNS, Bank's Buying Rate \$10.95

GOLD LEAF, 130 fine, per tael \$57.80

BAR SILVER, per oz. 25½

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

May—

ARRIVALS.

6, Foochow, British str., from Wuhu.
6, Kwong-sang, British str., from Canton.
6, Loongmoon, German str., from Canton.
6, Loosok, German str., from Bangkok.
6, Simla, British str., from Bombay.
6, Thales, British str., from Coast Ports.
6, Tientsin, British str., from Wuhu.
6, Tingsang, British str., from Canton.
6, Tsinan, British str., from Kobe.
7, Alacrity, British cruiser, from Mirs Bay.
7, Appalachee, British str., from Shanghai.
7, Bonaider, British str., from Shanghai.
7, Fooching, British str., from Bangkok.
7, Kwang-tah, Chinese str., from Shanghai.
7, Oca npo, British str., from Liverpool.
7, Rein, Norwegian str., from Bangkok.
7, Triumph, German str., from Coast Ports.
7, Waterwitch, British str., from Mirs Bay.
7, Whampoa, British str., from Shanghai.
7, Wuhu, British str., from Canton.
8, Ella, Norwegian str., from Card ff.
8, Haiching, British str., from Swatow.
8, Hongkong, French str., from Haiphong.
8, Hue, French str., from Haiphong.
8, Oscar II., Norwegian str., from K'notzu.
8, Petchaburi, German str., from Bangkok.
8, Quagnam, French str., from Iloilo.
8, Shawmut, Amr. str., from Tacoma.
8, Singan, British str., from Shanghai.
9, Algoma, British str., from Cardiff.
9, Antenor, British str., from Shanghai.
9, Elg, Norwegian str., from Chinkiang.
9, Good Hope, British str., from Barry.
9, Nanyang, German str., from Canton.
9, Oldenburg, German str., from Hamburg.
9, Rabi, British str., from Manila.
9, Shansi, British str., from Chinkiang.
9, Shimosa, British str., from Shanghai.
9, Ulysses, British str., from Liverpool.
10, An Pho, British str., from Saigon.
10, Charterhouse, British str., from Straits.

10, Chowtai, German str., from Bangkok.
 10, Eclipse, British 4-m. bge., from New York.
 10, Glenartney, British str., from Moji.
 10, Heathburn, British str., from Moji.
 10, J. Diederichsen, Ger. str., from Haiphong.
 10, Loongsang, British str., from Manila.
 10, Lyeemoon, German str., from Canton.
 10, Mathilde, German str., from Touron.
 10, Paoting, British str., from Chinkiang.
 10, Progress, German str., from Hoihow.
 10, Suisang, British str., from Calcutta.
 10, Taifu, German str., from Saigon.
 10, Taintau, German str., from Bangkok.
 11, Artemisia, German str., from Shanghai.
 11, Carl Menzell, German str., from Chefoo.
 11, Chiyuen, Chinese str., from Shanghai.
 11, Eclipse, British cruiser, from Mirs Bay.
 11, Formosa, British str., from Shanghai.
 11, Haitan, French str., from Pakhoi.
 11, M. Struve, German str., from Tamsui.
 11, Nigretia, British str., from Moji.
 11, Sachsen, German str., from Hamburg.
 11, Takang, British str., from Bangkok.
 11, Thec. Wille, German str., from Hamburg.
 12, Bergenhus, Norwegian str., from Moji.
 12, Chungsha, British str., from Australia.
 12, Hanoi, French str., from Haiphong.
 12, Kampot, French str., from Saigon.
 12, Kansu, British str., from Tientsin.
 12, Kowloon, German str., from Chinkiang.
 12, Paknam, German str., from Bangkok.
 12, Poudus, British str., from Singapore.
 12, Titania, British str., from Barry.
 12, Tyr, Norwegian str., from Hongay.
 13, Eastern, British str., from Australia.
 13, Empire, British str., from Yokohama.
 13, Haitan, British str., from Coast Ports.
 13, Lothian, British str., from Portland.
 13, Mausang, British str., from Sandakan.
 13, Wuchang, British str., from Cebu.
 13, Calliope, British str., from Kutchinotzu.
 13, Clupra, British str., from Rangoon.
 13, Courtfield, British str., from Barry.
 13, Dagmar, German str., from Swatow.
 13, Eastern, British str., from Melbourne.
 13, Empire, British str., from Yokohama.
 13, Haitan, British str., from Coast Ports.
 13, Hong Bee, British str., from Penang.
 13, Lothian, British str., from Portland.
 13, Mausang, British str., from Sandakan.
 13, Silverlip, British str., from London.
 13, Wuchang, British str., from Cebu.
 14, Allanton, British str., from Cardiff.
 14, Foochow, British str., from Canton.
 14, G. van Bylandt, Dutch str., from Borneo.
 14, Kaifong, British str., from Manila.
 14, Ousang, British str., from Saigon.
 14, Signal, German str., from Haiphong.
 14, Sophie Rickmers, German str., from Moji.
 14, Taiping, Chinese str., from Chinkiang.
 14, Tritos, German str., from Swatow.
 14, Verona, German str., from New York.
 14, Yatshing, British str., from Swatow.
 15, Calchas, British str., from Liverpool.
 15, Chunsang, British str., from Bangkok.
 15, Paklat, German str., from Swatow.
 15, Pronto, Norwegian str., from Bangkok.
 15, Sheila, British str., from Westport.
 15, Sungkiang, British str., from Manila.
 15, Thales, British str., from Swatow.

DEPARTURES.

May—
 6, Amara, British str., for Singapore.
 6, Haiching, British str., for Swatow.
 6, Karin, Swedish str., for Chefoo.
 6, Kinkiang, British str., for Shanghai.
 6, Kwanglee, Chinese str., for Shanghai.
 6, Pitsanulok, German str., for Bangkok.
 6, Telemachus, British str., for Saigon.
 7, Algoa, British str., for San Francisco.
 7, Ardandearg, British str., for Saigon.
 7, Benalder, British str., for London.
 7, Borneo, German str., for Kudat.
 7, Fausang, British str., for Hongay.
 7, Hoihao, French str., for Haiphong.
 7, Kwongsang, British str., for Shanghai.
 7, Macquarie, British str., for Saigon.
 7, Pera, British str., for Shanghai.
 7, Simla, British str., for Shanghai.
 7, Tient-in, British str., for Canton.
 7, Tjipanas, Dutch str., for Singapore.
 7, Tingsang, British str., for Shanghai.
 7, Zafiro, British str., for Manila.
 8, Appalachee, British str., for Rangoon.
 8, Cardinne, British str., for Palik Papan.
 8, Chihli, British str., for Swatow.
 8, Daphne, Norwegian str., for Kobe.
 8, Frithjof, British str., for Tamsui.
 8, Kwangtah, Chinese str., for Canton.

8, Loongmoon, German str., for Shanghai.
 8, Sandyford, British str., for Calcutta.
 8, Thales, British str., for Swatow.
 8, Wuhu, British str., for Shanghai.
 9, Alacrity, British des.-ves., for Mirs Bay.
 9, Ella, Norwegian str., for Yokohama.
 9, Goodwin, British str., for Moji.
 9, Humber, British storeship, for Mirs Bay.
 9, Mad. Rickmers, Ger. str., for Swatow.
 9, Mathilda, Norwegian str., for K'chinotzu.
 9, Shensi, British str., for Canton.
 9, Shawmut, American str., for Manila.
 9, Tsinan, British str., for Australia.
 9, Yucnsang, British str., for Manila.
 10, Antenor, British str., for London.
 10, Algoma, British str., for Nagasaki.
 10, Bourbon, French str., for Chefoo.
 10, Crown of Arragon, Brit. str., for Y'hama.
 10, Elg, Norwegian str., for Canton.
 10, Haiching, British str., for Coast Ports.
 10, Lord Roberts, British str., for Sourabaya.
 10, Namsang, British str., for Calcutta.
 10, Oldenburg, German str., for Shanghai.
 10, Paoting, British str., for Canton.
 10, Whampoa, British str., for Canton.
 11, Alacrity, British des.-ves., for Shanghai.
 11, Andree Rickmers, Ger. str., for Bangkok.
 11, Charterhouse, British str., for Amoy.
 11, Crusader, British str., for Batavia.
 11, Emprs of Japan, British str., for V'conver.
 11, Good Hope, British str., for Sasebo.
 11, Hua, French str., for Haiphong.
 11, Kweijang, British str., for Shanghai.
 11, Nanyang, German str., for Chefoo.
 11, Oscar II., Norwegian str., for K'chinotzu.
 11, Petchaburi, German str., for Bangkok.
 11, Quangnam, French str., for K'chauwan.
 11, R-in, Norwegian str., for Bangkok.
 11, Shimosa, British str., for New York.
 11, Triumph, German str., for Swatow.
 11, Ulysses, British str., for Shanghai.
 12, Breid, Norwegian str., for Saigon.
 12, Chiyuen, Chinese str., for Canton.
 12, Coptic, British str., for San Francisco.
 12, Formosa, British str., for London.
 12, Lyeemoon, German str., for Shanghai.
 12, Maharaja, British str., for Kobe.
 12, Ocampo, British str., for Shanghai.
 12, Sachsen, German str., for Shanghai.
 12, Tanglin, British str., for Bangkok.
 13, An Pho, British str., for Amoy.
 13, Artemisia, German str., for Hamburg.
 13, Ischia, Italian str., for Bombay.
 13, J. Diederichsen, Ger. str., for Haiphong.
 13, Kowloon, German str., for Canton.
 13, Kwangtah, Chinese str., for Shanghai.
 13, Loongsang, British str., for Manila.
 13, Mathilde, German str., for Swatow.
 13, Titania, British str., for Yokohama.
 13, Tyr, Norwegian str., for Canton.
 14, Courtfield, British str., for Nagasaki.
 14, Haitan, French str., for Pakhoi.
 14, Progress, German str., for Tourane.
 14, Rubi, British str., for Manila.
 15, Allanton, British str., for Nagasaki.
 15, Dagmar, German str., for Hankow.
 15, Eastern, British str., for Shanghai.
 15, Empire, British str., for Australia.
 15, Foochow, British str., for Shanghai.
 15, Fooching, British str., for Swatow.
 15, Haitan, British str., for Coast Ports.
 15, M. Struve, German str., for Tamsui.
 15, Nigretia, British str., for Moji.
 15, Paksang, British str., for Bangkok.
 15, Tsintau, German str., for Swatow.

PASSENGER LIST.

ARRIVED.

Per *Malta*, from Shanghai, for Hongkong, Mr. and Mrs. G. Stewart, Mrs. W. H. Elderidge, Miss Agnes Thisson, Messrs. L. D. Costa, M. M. Harwood, Terrell James, Bastien, N. Pattison, Ernest Tequet, and B. Weill.
 Per *Simla*, for Hongkong, from London, Mr. and Mrs. Davey and child, Mr. and Mrs. Little, Mr. and Mrs. Perkins, Engr.-Comdr. Black, Dr. C. Forsyth, Col. R. Holbech, Miss Sinclair, Messrs. T. C. Dy-r, H. Pourkett, H. T. J. Crean, H. Gillings, Bain Wilson, A. Cochran, and H. Duck; from Marseilles, Messrs. Michael, Sternberg, and T. J. C. Anderson; from Port Said, Mr. W. W. Clarke; from Colombo, Capt. Montgomery and E. V. Charrington; from Penang, Dr. and Mrs. Davis; from Singapore, Mr. and Mrs. Caulfield, Mr. and Mrs. Brazenall and infant, Drs. H. Wright and Jehanger, Messrs. J. E. Woodward, Dickson, Baumann, S. H. L. Lee, Browning, M. Kouff, Bauwanai,

K. A. Von Santen, and G. Whaley; for Shanghai, from London, Mr. and Mrs. Macartney, Rev. and Mrs. Perry, Messrs. Malcolm, T. Morgan, E. F. C. Jones, T. Milne, W. C. O'Donnell, E. C. Jarrett, A. Woolley, and E. Hobden; from Marseilles, Mrs. Marsh, Messrs. R. H. Parkes, S. T. Halse, Grigymeff and Chlekintoff; from Bombay, Mrs. Kermani and 2 children, Messrs. Mundy and Rustomji; for Yokohama, from London, Mr., Mrs. and Miss Herbertson, Mr. and Mrs. Holmes and infant; from Port Said, Dr. and Mrs. Koane.

DEPARTED.

Per *Malta*, from Hongkong, for Singapore, Asst.-Paym. Fras G. Cavanagh, Mids. G. H. Kellett and A. G. D. Twigg (C.P.O.), Lieut. R. D. Foster Forbes, Messrs. Juau Soler, J. Taylor, Irvine McCallum, T. D. Mackay, H. Hackwood, and Cabayashi; for Bombay, Lieuts. Dowding, R.G.A., and Cameron, R.G.A.; for Marseilles, Messrs. Charles Lev, F. A. J. Metao, T. H. Davies, and Miss S. A. Colton; for London, Mrs. Varcoe and 2 daughters, Master Varcoe, Mrs. Whitlow and infant, Sergt.-Major George, R.E., Capt. Richards, A.O.D., G. Porterfield, H. Terrell James, H. M. Harwood, and Lewis Peck; from Shanghai, for Colombo, Mr. Claud Russell; for Bombay, Mr. A. D. Shanks; for Port Said, Mrs. Bogdenoff-Matweira and infant, Mrs. Sparanskaia, Messrs. Frische, Traumann, Kusmann, Kimoff, Kalling, Schwalbe, Heikel, A. J. Goltvez, A. T. Chebabarev, V. A. Polevoy, N. N. Ignatereff, M. Ignatieff, G. Cherikoff, A. J. Govepotsky, J. Vesmosky, A. Seman, F. Leisburg, M. Masson, N. Mutorkin, and A. Malmosky; for Fremantle, Mr. and Mrs. A. Greig and infant; for Marseilles, Rev. E. C. and Mrs. Nicholls and 2 children, Mrs. Turner, Messrs. A. J. De Souza and W. A. Mayson, Masters Albert and Jerge Tong; for London, Mrs. H. T. King and 2 children, Dr. E. H. and Mrs. Baldock, Dr. C. C. de Burgh Daly, Miss Daly and child, Mr. J. Eccles, Miss Eccles, Misses H. Beckley and J. Wrightman, and Mr. A. B. Robertson; from Yokohama, for London, Col. and Mrs. Farmer, Mrs. Varnum, Mr. and Mrs. Ballard and 2 children, Mr. H. Ballard and Miss L. Ballard, Capt. Clements, Messrs. W. Atkinson, F. Biddlecombe, F. Chaloner, T. Johnson, W. A. Grebst, Bathgate, J. W. Donaldson, Bailey, R. James, Huke, and H. Craven.

Per *Empress of Japan*, for Vancouver, &c., Hon. and Mrs. Beekman Winthrop, Capt. and Mrs. Simpson and child, Mr. and Mrs. A. H. Davies, Mr. and Mrs. C. W. Dickson, Mr. and Mrs. Russel Trace, Mr., Mrs. and Miss Heberton, Dr. and Mrs. Layng and child, Mr. and Mrs. Gordon Wright, Dr. and Mrs. A. M. Wilkins, Mr. and Mrs. W. D. Graham, Mr. and Mrs. Blount, Mr. and Mrs. F. Maitland, Mr. and Mrs. Brazenall and child, Judge J. T. McDonough, Major L. Karman, Capt. Montgomery, Engr.-Comdr. J. S. Watch, R.N., Judge C. C. Arellano, Col. A. H. Russell, U.S.A., Col. R. Holbeche, Dr. W. T. Davidson, U.S.N., Capt. C. W. Mead, Dr. Macaulay, Surgeon W. H. Bucher, U.S.N., Lieut. S. P. Musson, Mr. and Mrs. Israel Putnam, Mrs. Leslie Stuart, Messrs. R. Walter, Frank Elmore, A. S. Goody, Kenneth W. K. Ross, C. E. A. Walton, A. Findlay Smith, W. E. Brady, A. Debrunner, C. Alkan, A. Ireland, W. A. Crake, F. Sternberg, A. Cochran, G. Schullz, H. Hurathouse, D. E. Brown, J. G. Hamilton, F. C. Wilford, A. A. Baumann, H. W. Fortescue, W. T. Hume, D. S. Graham, P. Ashfield, A. Davies, R. F. Johnstone, R. N. de Silva, J. E. Blanco, A. R. Clark, F. O'Brien, Murray Stewart, C. W. Early, W. Robinson, F. G. Rice, A. Brogan, C. A. Dawitt, R. N. L. Lee, N. Hall, E. F. Eichenberg, T. Empson, and W. Pattison.

Per *Sachsen*, for Shanghai, Mrs. Anderson, Mr. and Mrs. Mahlke, Messrs. G. A. O. Reill, R. Campbell, R. Schwab, Oppenheim, C. J. L. Stewart, P. Schimmelbusch, Dickson, L. Witte, C. da Cruz, I. V. Remedios, and V. D. Remedios; for Nagasaki, Mrs. R. Sperber, Messrs. Robt. Riddock, Matsui, and Nenomya; for Kobe, Mrs. Ohasa and child and Mrs. Asano and child; for Yokohama, Mrs. W. W. Richardson and children, Dr. Berndes, Messrs. F. Zernichow and Takeichi.

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